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AMADOR COUNTY UNIT

AMADOR, IONE, JACKSON, PLYMOUTH, SUTTER CREEK

of the

CENTRAL SIERRA PLANNING COUNCIL

GENERAL PLAN

ELEMENTS:

SAFETY, SEISMIC SAFETY,

NOISE, SCENIC HIGHWAYS

1974

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THE GENERAL PLAN

Of The

COUNTY OF AMADOR

And Cities Of

JACKSON, IONE, SUTTER CREEK,
AMADOR CITY and PLYMOUTH

And Being The

AMADOR COUNTY UNIT, CENTRAL SIERRA PLANNING AREA GENERAL PLAN

September, 1974

General Plan Elements:

SAFETY,
SEISMIC SAFETY,
NOISE,
SCENIC HIGHWAYS

County planning Amador co.
City planning Jackson
Ione
Sutter Creek
Amador city
Plymouth

Adoption Dates:

Board of Supervisors, Amador County:	September 10, 1974
City Council, City of Jackson:	September 10, 1974
City Council, City of Ione:	August 19, 1974
City Council, City of Sutter Creek:	September 16, 1974
City Council, City of Plymouth:	_____
City Council, Amador City:	_____

Campbell, James M., planning consultant

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September, 1974

Board of Supervisors, County of Amador
and
City Councils of Jackson, Ione, Sutter Creek,
Amador City and Plymouth

Gentlemen:

We are pleased to submit herewith the General Plan elements which were prepared for you as members of the Central Sierra Planning Council, and which elements are:

SAFETY, SEISMIC SAFETY, NOISE, and SCENIC HIGHWAYS.

The foregoing elements are integral units of the Central Sierra Planning Area General Plan, and they constitute four of the nine General Plan elements which are required by State law. They have been adopted by the County and the Cities of Jackson, Ione, and Sutter Creek, and are proposed as suitable for adoption by Amador City and Plymouth.

These elements, in combination with others previously adopted by Amador County and the Cities of Jackson and Ione, constitute complete General Plans which meet current requirements of law and various assistance funding programs.

It was a pleasure to work with your Board, Councils, Planning Commissions, and local, State and Federal agency representatives in the preparation of the plans herein, and we are confident that they will prove beneficial in your future planning programs.

Respectfully submitted,

James M. Campbell

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I. INTRODUCTION

A. AUTHORITY

State law requires that General Plans include both SAFETY and SEISMIC SAFETY elements which are described in the law as follows:

1. SAFETY ELEMENT (Government Code Section 65302.1)

"A safety element for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in areas of known geologic hazard".

2. SEISMIC SAFETY ELEMENT (Government Code Sec. 65302(f).

"A seismic safety element consisting of an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to the effects of seismically induced waves such as tsunamis and seiches.

"The seismic safety element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure and seismically induced waves."

B. COMBINATION of ELEMENTS

Because of the similarity, and partial duplication, of the purposes and fields of coverage as set forth in the above Code descriptions, the Safety and Seismic Safety elements are treated in combination in this report.

The Safety element coverage is expanded to include or recognize general disaster plans as appropriate.

C. RELATION of ELEMENTS to PLANNING AREA

Both elements relate strongly to natural physical hazards and to the careless or accidental hazards introduced by man. The multi-county planning area ranges from valley, through rolling foothill to high mountain elevations, climatic conditions, and natural vegetation types. Population and physical improvements are concentrated in small incorporated cities and unincorporated towns, and scattered thinly into suburban, ranch and recreational areas. Extensive public ownerships in mountain areas under National Forest, National Park, Bureau of Land Management and other such jurisdictions are substantially unpopulated and undeveloped.

Because of its broad extent and range of natural topography, a broad range of natural hazards exists. Such hazards in this particular planning area may be generally described as minor to moderate. Because of the small centers and spread patterns of population and developments, the man induced hazards may also be rated as minor to moderate at this date.

II. SCOPE and NATURE of the ELEMENTS

A. OBJECTIVE

The objective of the preparation and adoption of the Safety and Seismic Safety elements is to add safety considerations to the active planning processes within the planning area in order to reduce loss of life, injuries, damage to property, economic loss, and social disruption resulting from fire, seismic activity and other possible disasters.

B. PLAN POLICY STATEMENTS

1. Recognition of Hazards

It is recognized that safety hazards exist within the planning area, and that the nature and degree of such hazards varies greatly with respect to particular geographical locations within the area, and as shown in the exhibits section hereof.

Hazards given consideration in this plan, and recognized as requiring protective attention, include:

a. Seismic (earth shaking, surface rupture, seiches, etc.).

b. Unstable slopes and soils, mudslides, landslides, subsidence.

c. Wildfires, range fires, urban fires, explosions, etc.

d. Floods and overflow inundation.

e. Indirect hazards or losses resulting from erosion, failure to protect economic minerals, etc.

2. Goals for Reducing Hazards

Although the probability or effects of an earthquake may not yet be reduced, most of the other hazards listed

above may be reduced, controlled or eliminated by appropriate action. Such action will be taken in a variety of forms, and generally as follows.

a. The Land Use, Open Space and Conservation elements of the General Plan, in combination, cover all land areas of the Planning area and its legal jurisdictions for purposes of establishing basic general guides for the various desired uses of land, the preservation of open space, and the conservation of resources.

b. The Circulation and Housing elements superimpose more precise plans upon limited land areas for purposes of moving people and goods, and for providing adequate housing for people.

c. The safety and Seismic Safety elements, together with the Noise and Scenic Highways elements, superimpose additional plans upon particular land areas for purposes of recognizing particular concerns and directing attention to them.

d. Such concerns will receive attention, first, through their identification herein, and, second, through corrective, protective and regulatory measures proposed herein.

e. Goals for reducing safety and seismic hazards are those levels of safety at or below acceptable risk which may reasonably be achieved, and at the earliest possible dates.

3. Level of Acceptable Risk

In order to achieve the above safety goals and reach levels at or below acceptable risk, measures will be taken to:

a. Avoid the many "Avoidable Risks" which are generally apparent and which may contribute to hazards resulting from carelessness, lack of attention to common safeguards, or failure to conform to existing safety standards.

Public information programs by public safety agencies and public utilities will be effective in reducing such risks.

b. Reduce risks, so far as possible, to the "Acceptable Risk" level, which is a level which may be reached without the imposition of drastic new laws or regulations in order to ensure reasonable public safety.

This level may be reached to a substantial degree in most of the planning area through consistent enforcement of existing codes and regulations pertaining to construction, sanitation, fire zones, land use, land development projects, rural and forest fire safety standards, etc.

Exhibit data contained herein provides a broad new source of information for recognizing potential hazards and either avoiding them or providing for their reduction to acceptable levels.

4. Objectives: Existing and New Structures

As in most of the older development areas of California, the planning area still contains some structures,

both urban and rural, which have existed for a hundred years or more. Most of these are of frame, brick or stone construction, most have withstood storms, floods, fires and/or earthquakes in some degree, some have been renovated to code compliance, and some have historical significance.

a. It is an objective of this plan that such structures, and in particular those of historical value, be preserved so far as may be practical to continue to enhance the pioneer character of the planning area. Renovation may be necessary to meet construction, sanitation and fire safety code standards to ensure that the structures will not constitute hazards to themselves, adjoining structures, and the general public.

b. It is a further objective of this plan that structures which constitute hazards: (1) be so treated that they be designated as having historical value and be preserved, with adequate public safeguards provided, or, (2) be brought into conformance with applicable code standards, or, (3) be demolished per applicable provisions of law.

c. It is a further objective of this plan that the placement and construction of future structures be carefully monitored not only with respect to existing codes and regulations, but also in consideration of safety and seismic safety factors contained herein and new safety plans and regulations which may become effective as proposed herein.

5. Priorities for Abatement of Hazards

a. Hazards existing in buildings and structures, including schools, hospitals and places of public assembly in addition to residential and commercial structures, shall have a high correction or abatement priority witnin a short time frame of approximately five years and as otherwise dictated by local conditions.

b. Hazards existing with respect to such features as evacuation routes, needs for emergency equipment, correction of local erosion, landslide conditions, local periodic flooding, construction of fire access routes, fire and fuel breaks, etc. may require a priority rating permitting a longer correction period of to ten years or more as urgency, economic capabilities and other such factors may dictate.

c. Hazards requiring correction or abatement measures related to major flood, erosion, landslide and subsidence controls, to building and highway reconstruction or relocation, and to development of new water sources and distribution systems, etc. may require priorities and timing to fifteen years and longer.

6. Standards for Relating to Other Elements

a. The Safety and Seismic Safety elements shall be considered as dominant elements which impose their effecte upon and within other General Plan elements to promote and protect the public health, a broad field of public safety, and the general welfare.

b. City, County, State and Federal agency "Emergency Plans" and related programs developed per State law and State Office of Emergency Services standards and other appropriate authority shall be considered as vital supplementary plans and programs to the Safety and Seismic Safety elements.

C. EXHIBITS, GEOLOGICAL HAZARDS

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NOTES:

1. Large scale maps, Exhibits 5. through 12., detailed descriptions of map data, and files of supplementary seismic data are available for reference in area County Planning Department offices.

2. Geologic-Economic Minerals maps, Plots 1,2,3, and 4, are also available for reference in the above office. These maps are useful to locate mineral deposits of known or presumed economic value which must be recognized as resources to be protected in the land use and planning process.

3. Data shown on exhibits are taken directly from maps and materials developed by the U.S. Geological Survey and California Division of Mines and Geology, are highly generalized, and broadly emphasize hazards to indicate need for detailed checking of specific locations, as plans are developed and utilized, and as land use and development proposals are processed.

EXHIBIT 1. SUMMARY OF GEOLOGIC PROBLEMS

Planning Area	Earthquake Shaking	Flooding	Volcanic Eruption	Fault Displacement	Landslide	Subsidence	Erosion Activity	Expansive Soils	Loss of Minerals
Alpine County	High E Mod. W	High N None S	None	Low E None W	Low	None Low N	Low	Low	None
Amador County	Low Mod NE	None	None	None Low SW	Low Mod. SW	None Low far W	Low Mod C	Low Mod C	None
Jackson	Low	None	None	Low	Mod	None	Low	Low	None
Ione	Low	None	None	Low	Mod	Low	Mod	Low	None
Sutter Creek	Low	None	None	Low	Low	None	Mod	Mod	None
Amador	Low	None	None	Low	Low	None	Mod	Mod	None
Plymouth	Low	None	None	Low	Low	None	Mod	Mod	None
Calaveras County	Low Mod NE	None	Non	Low W None E	Mod W Low E	None	Mod	Mod	None High SW
Angels	Low	None	None	Low	Mod	None	Mod	Mod	High
Tuolumne	Low W Mod E	None	None	None Low SW Low NE	Low Mod SW	None	Mod Low E	Mod Low E	None High SW
Sonora	Low	None	None	Low	Mod	None	High	Mod	High

High, Moderate, and Low indicate generalized magnitude of hazard or problem.

Mod = Moderate, N = North, S = South, E = East, W = West, C = Central.

HISTORIC EARTHQUAKES, AREA IMPACTS

YEAR OF QUAKE:	1868	1872	1892	1906	1950	1952	1959a	1959b	1966
INTENSITY:	VI	X	VIII	VIII-IX	VII	VIII-IX	V	VI	VII
Alpine County	0	IV-V	I-IV W tip 0 C & E	IV-V	I-III NW 0 SC	I-IV N tip V SC	V E&C I-IV W	I-IV N&C 0 SE	I-IV SE tip
Amador County	V W I-IV C	VI W&C IV-V E	V W I-IV C I-IV E	V-VI W IV-V E	I-III NW I-III NE 0 SC	I-IV NW&C V SW&E	I-IV E 0 W	I-IV	V
Ione	V	VI	V	V-VI	0	V(edge)	0	I-IV	V
Jackson	I-IV	VI	V	V-VI	0	V(edge)	0	I-IV	V
Sutter Creek	I-IV	VI	V	V-VI	0	I-IV	0	I-IV	V
Amador	I-IV	VI	V	V-VI	I-III	I-IV	0	I-IV	V
Plymouth	I-IV	VI	V	V-VI	I-III	I-IV	0	I-IV	V
Calaveras County	V W I-IV C 0 E	VI	V-W I-IV C&E	V-VI W IV-V E	0	I-IV E&C V W	I-IV E 0 W	I-IV 0 SE tip	V I-IV SW tip
San Andreas	I-IV	VI	I-IV	V-VI	0	V	0	I-IV	V
Angels	I-IV	VI	I-IV	V-VI	0	V	0	0	V
Tuolumne County	I-IV W 0 E	VI W IV-V E VII SE tip	I-IV W 0 E	V-VI W IV-V E	0 0	I-IV C V W&E	I-IV 0 W tip V E tip	I-IV NC tip 0 W tip	V NC I-IV
Sonora	I-IV	VI	I-IV	V-VI	0	V(edge)	I-IV	0	I-IV

Earthquake intensities and area impacts are Modified Mercalli scale, except 1906 Rossi-Forel.

N = North, S = South, W = West, E = East, C = Central area, 0 = no impact.

pg. 10

EXHIBIT 2.

HISTORIC EARTHQUAKES, AREA IMPACTS

EARTHQUAKE INTENSITY SCALES EXHIBIT 3.

Two scales for subjectively describing the intensity of earthquakes have been widely used in the past, are used on maps on preceding pages, and are described hereunder. They are the older ROSSI-FOREL Scale, and the more widely accepted and newer Modified MERCALLI Scale. The current RICHTER scale, measured in Magnitude, is mentioned but not described.

A. THE ROSSI-FOREL SCALE

The most commonly used form of the Rossi-Forel (R.F.) scale reads as follows, in brief summary:

Intensity

I. Microseismic shock.

II. Extremely feeble shock.

III. Very feeble shock.

IV. Feeble shock.

V. Shock of moderate intensity.

VI. Fairly strong shock.

VII. Strong shock.

VIII. Very strong shock.

IX. Extremely strong shock.

X. Shock of extreme intensity.

B. MODIFIED MERCALLI INTENSITY SCALE OF 1931
(Abridged and rewritten) Taken from Richter, 1958.

Intensity

I. Not felt. Marginal and long-period effects of large earthquakes.

II. Felt by persons at rest, on upper floors, or favorably placed.

III. Felt indoors. Hanging objects swing. Vibration like passing of light trucks. Duration estimated. May not be recognized as an earthquake.

IV. Hanging objects swing. Vibration like passing of heavy trucks; or sensation of a jolt like a heavy ball striking

the walls. Standing motor cars rock. Windows, dishes, doors rattle. Classes clink. Crockery clashes. In the upper range of IV wooden walls and frames creak.

V. Felt outdoors; direction estimated. Sleepers wakened. Liquids disturbed, some spilled. Small unstable objects displaced or upset. Doors swing, close, open. Shutters, pictures move. Pendulum clocks stop, start, change rate

VI. Felt by all. Many frightened and run outdoors. Persons walk unsteadily. Windows, dishes, glassware broken. Knickknacks, books, etc., off shelves. Pictures off walls. Furniture moved or overturned. Weak plaster and masonry D cracked. Small bells ring (church, school). Trees, bushes shaken (visibly, or heard to rustle - CFR).

VII. Difficult to stand. Noticed by drivers of motor cars. Hanging objects quiver. Furniture broken. Damage to masonry D, including cracks. Weak chimneys broken at roof line. Fall of plaster, loose bricks, stones, tiles, cornices (also unbraced parapets and architectural ornaments - CFR). Some cracks in masonry C. Waves on ponds; water turbid with mud. Small slides and caving in along sand and gravel banks. Large bells ring. Concrete irrigation ditches damaged.

VIII. Steering of motor cars affected. Damage to masonry C; partial collapse. Some damage to masonry B; none to masonry A. Fall of stucco and some masonry walls. Twisting, fall of chimneys, factory stacks, monuments, towers, elevated tanks. Frame houses moved on foundations if not bolted down; Loose panel walls thrown out. Decayed piling broken off. Branches broken from trees. Cracks in wet ground and on steep slopes.

IX. General panic. Masonry D destroyed; masonry C heavily damaged, sometimes with complete collapse; masonry B seriously damaged. (General damage to foundations - CFR). Frame structures, if not bolted, shifted off foundations. Frames racked. Serious damage to reservoirs. Underground pipes broken. Conspicuous cracks in ground. In alluviated areas sand and mud ejected, earthquake fountains, sand craters.

X. Most masonry and frame structures destroyed with their foundations. Some will-built wooden structures and bridges destroyed. Serious damage to dams, dikes, embankments. Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land. Rails bent slightly.

XI. Rails bent greatly. Underground pipelines completely out of service.

XII. Damage nearly total. Large rock masses displaced. Line of sight and level distorted. Objects thrown about.

II. MAJOR EARTHQUAKES EXHIBIT 4.

A. MAJOR EARTHQUAKES OF CALIFORNIA AND NEVADA
(Intensity given in modified Mercalli Units)

Location	Date	Intensity
California Earthquake, Off-shore Ventura	December 12, 1812	X
San Francisco Earthquake	June, 1838	X
Southern California Earthquake, Fort Tejon	January 9, 1857	X-XI
Owens Valley Earthquake	March 26, 1972	X-XI
San Francisco Earthquake	April 18, 1906	XI
Nevada Earthquake	September 2, 1915	X
Western Nevada Earthquake	December 20, 1932	X
Imperial Valley Earthquake	May 18, 1940	X
Kern County Earthquake	July 21, 1954	
San Fernando Earthquake	February 9, 1971	IX

B. STRONGER EARTHQUAKES, SACRAMENTO DISTRICT (1855-1960)
(Intensity given in modified Mercalli Units)

Location	Date	Intensity
Downieville Buildings shaken severly.	January 24, 1855	?
Nevada City Strong shock - no details known. May have been of destructive intensity.	December 1, 1867	?
California-Nevada Series of shocks in interior California.	May 29, 1868	?
Downieville The "most severe" shock ever experienced up to that time. Also felt at Grass Valley and Sacramento.	December 20, 1869	?

Location	Date	Intensity
California-Nevada Three shocks were felt at Marysville. Also felt at Stockton, Sacramento, Grass Valley, Mokelumne Hill, and Chico, California and at Virginia City, Nevada.	December 26, 1869	?
California-Nevada Considerable damage at Virginia City, Genoa, Carson City, Nevada. Damage also at Downieville and Oroville California.	December 27, 1869	V-VII
Modesto Region Chimneys damaged in Modesto region. The shock was felt from Plumas County to Visalia.	April 10, 1881	VII
Lassen County Strongest near Janesville and on Susan River 23 miles from Susanville where chimneys fell.	January 30, 1885	VII
Nevada City Walls of courthouse cracked. Felt from San Francisco northeastward into Nevada.	April 28, 1885	VII
Lassen County The shock was felt to Chico and Sacramento, and possibly into Nevada.	June 19, 1889	VII
Near Bishop Strong shock. Felt in the region of Bishop and the Sierras to the westward. Heavy at Yosemite and Wawona.	September 29, 1889	?
Willows Reported felt from Sacramento to Greenville, and from Willows to Nevada City.	July 24, 1903	VII

Location	Date	Intensity
California-Nevada Three shocks were felt at Marysville. Also felt at Stockton, Sacramento, Grass Valley, Nokelumne Hill, and Chico, California and at Virginia City, Nevada.	December 26, 1859	?
California-Nevada Considerable damage at Virginia City, Gerson City, Nevada. Damage also at Downieville and Oroville California.	December 27, 1869	V-VII
Nevada Region Chimneys damaged in Modesto region. The shock was felt from Plumas County to Visalia.	April 19, 1881	VII
Lassen County Strongest near Fandeville and on Susan River 25 miles from Susanville where chimneys fell.	January 30, 1885	VII
Nevada City Walls of courthouse cracked. Felt from San Francisco northeastward into Nevada.	April 26, 1892	VII
Lassen County This shock was felt in Chico and Sacramento and probably into Nevada	June 19, 1909	VII
Near Reno Strong shock. Felt in the region of Reno and Tho Extreme to the westward. Heavy at Roseville and Newcastle.	September 29, 1909	?
Milton Reported felt from Sacramento to Greenville, and from Milton to Nevada City.	July 24, 1913	VII

Location	Date	Intensity
Sierra County Bloomfield and at Bowmans Dam. Slight damage at Redding and Grass Valley. Also felt at Sacramento.	June 22, 1909	VII
Near Lassen Peak Highly localized shock in mountains near Whitmore, northwest of Lassen Peak. Considerable dislocation of ground.	February 21, 1915	VII
Northwest of Bishop Maximum intensity reported 15 miles northwest of Independence. The felt area included Stockton in California and Mina in Nevada.	November 28, 1929	VII
Lake Tahoe Chimneys damaged at southeast end of Lake Tahoe.	April 9, 1930	VI
North of Bishop Felt over an area of about 6,000 square miles of east-central California and Nevada. Magnitude 5.5.	April 10, 1936	VI
West of Bishop No structural damage reported as region was sparsely settled. Magnitude 5.5.	December 3, 1938	VI-VII
Northern California Damage in general was confined to Chico and Grass Valley. Magnitude 6.	February 8, 1940	VI
Central California-Nevada Fairly hard series of hard shocks near Markleeville, Calif. Magnitude 5.5.	December 17, 1942	VI
Tulare County Intensity VI in Tulare County in and near the southern Sierra. Magnitude 4.6.	February 10, 1948	VI

Location	Date	Intensity
Lassen Peak Intensity V at 8 places. Also felt at Reno. Magnitude 5.5.	March 20, 1950	V
California-Nevada Border Felt over an area of approximately 3,000 square miles of northern California and western Nevada. Magnitude 5.4.	May 9, 1952	VI
Nevada-California Border Felt over an area of 12,000 square miles of western Nevada and northeastern California. Magnitude 5.2.	September 25, 1953	VI

NOTE:

The foregoing listing of most major earthquakes of record in California and western Nevada are included herein to emphasize that during the past hundred years the planning area has been subjected to minor quakes and secondary impacts which did, and would today, cause damage, probable injuries, and disruption of vital facilities and services.

Location	Date	Intensity
Lassen Peak. Intensity V at 8 places. Also felt at Reno. Magnitude 5.5.	March 20, 1930	V
California-Nevada Border felt over an area of approximately 5,000 square miles of northern California and western Nevada. Magnitude 5.4.	May 9, 1932	VI
Nevada-California Border felt over an area of 12,000 square miles of western Nevada and northeastern California. Magnitude 5.2.	September 25, 1932	VI

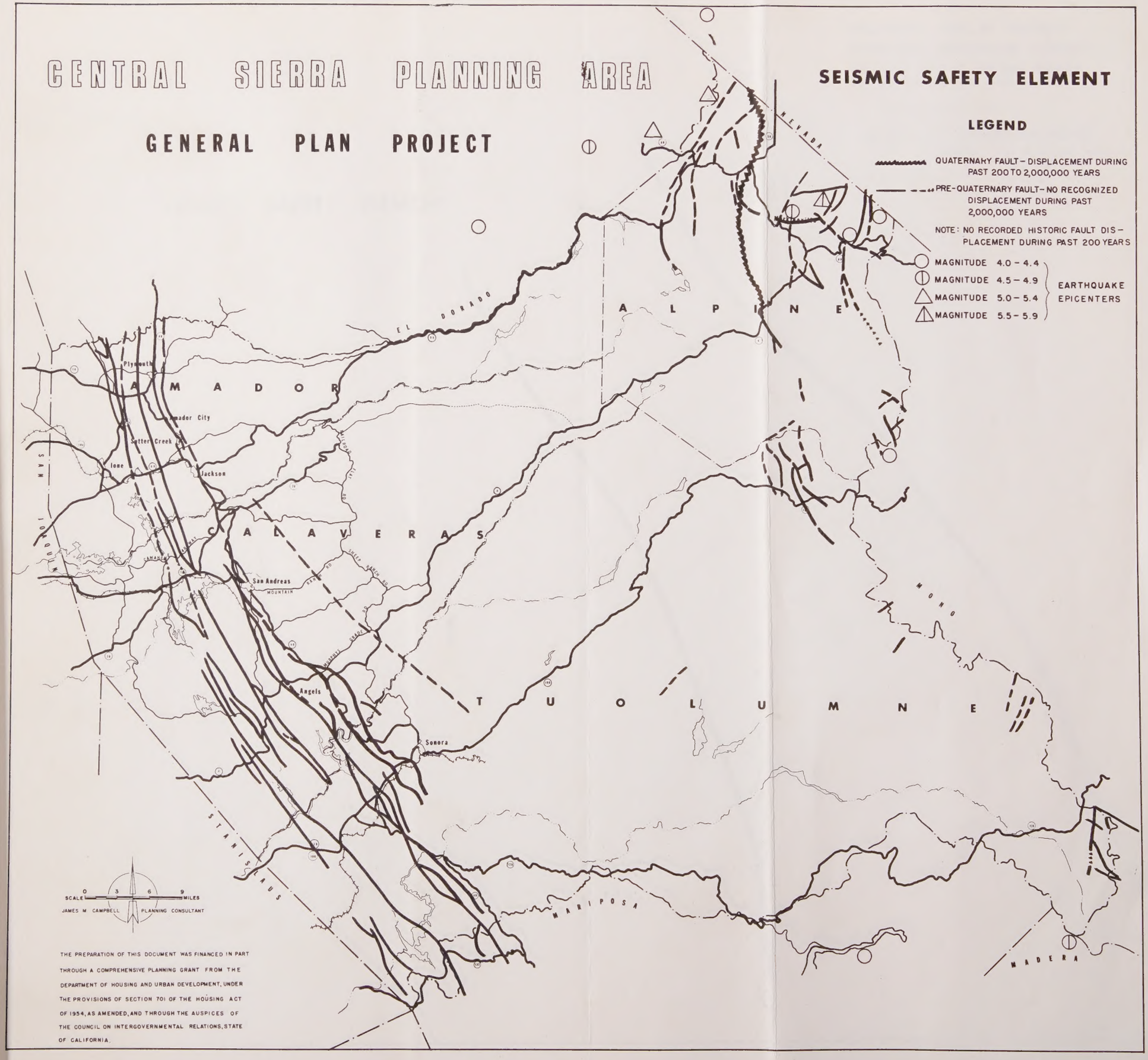
NOTE:

The foregoing listing of most major earthquakes of record in California and western Nevada are included herein to emphasize that during the past hundred years the planning area has been subjected to minor quakes and secondary impacts which did, and would today, cause damage, probable injuries, and disruption of vital facilities and services.

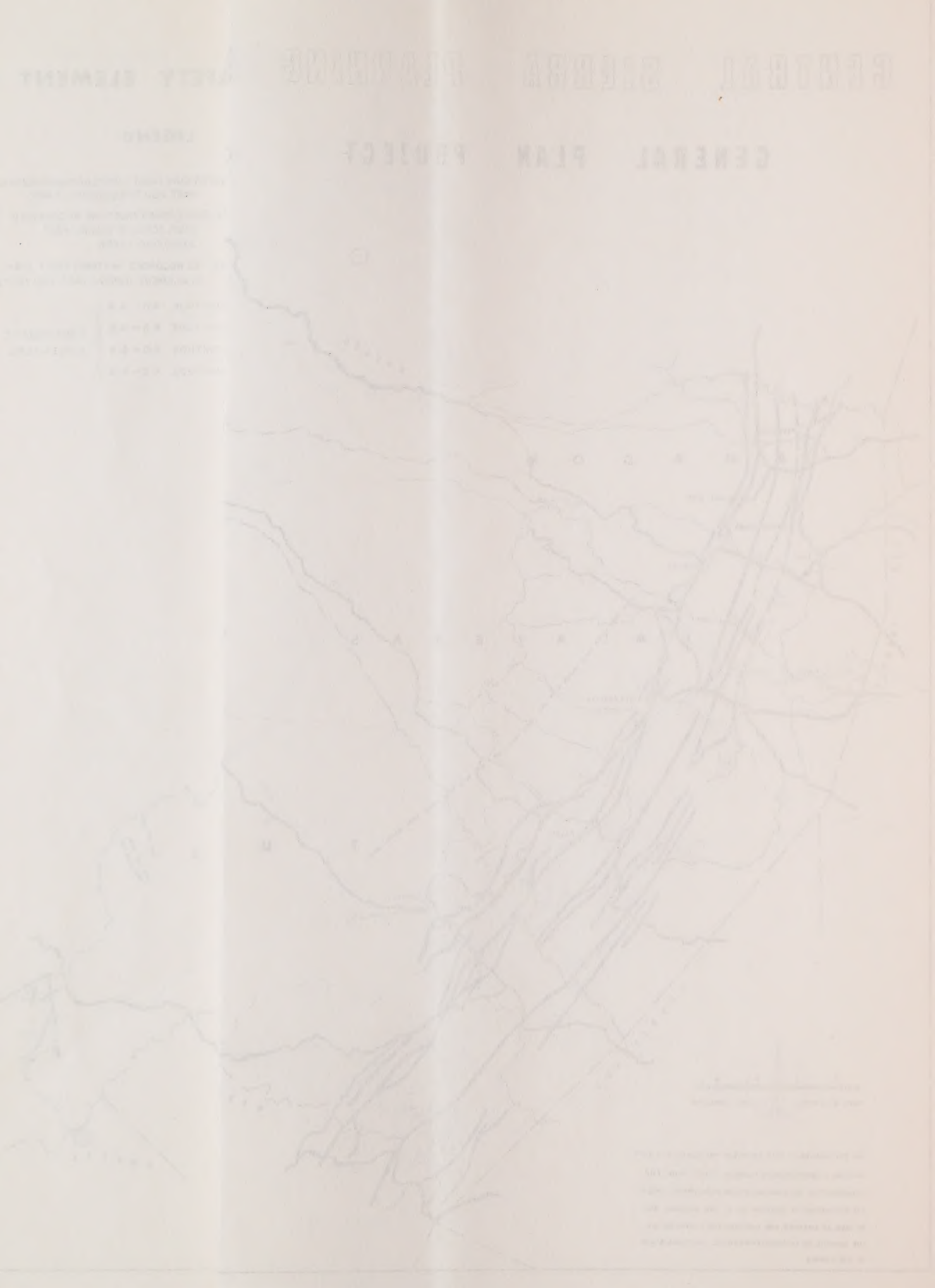
CENTRAL SIERRA PLANNING AREA

GENERAL PLAN PROJECT

SEISMIC SAFETY ELEMENT



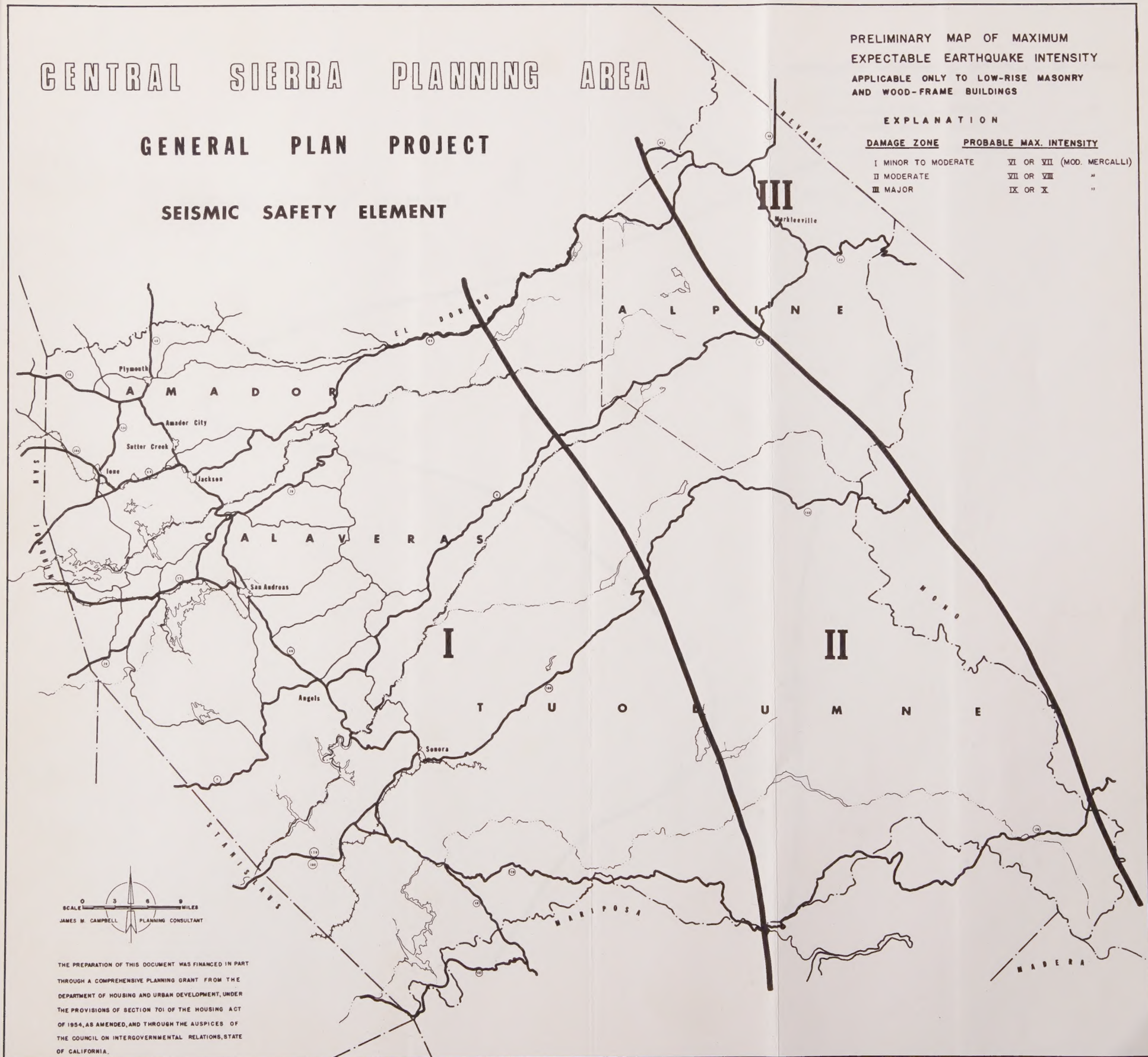
THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH A COMPREHENSIVE PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED, AND THROUGH THE AUSPICES OF THE COUNCIL ON INTERGOVERNMENTAL RELATIONS, STATE OF CALIFORNIA.



CENTRAL SIERRA PLANNING AREA

GENERAL PLAN PROJECT

SEISMIC SAFETY ELEMENT



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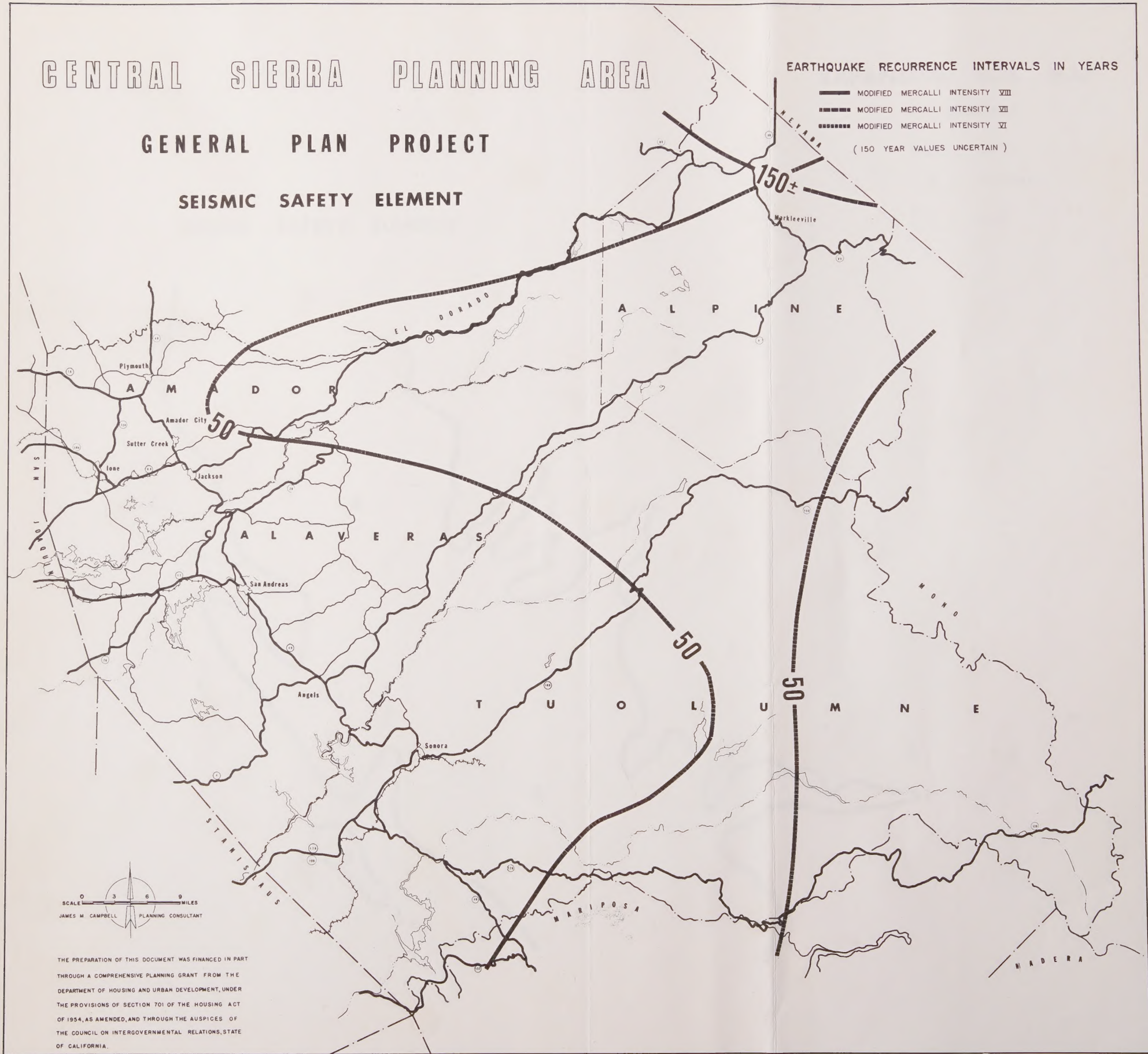
CENTRAL SIERRA PLANNING AREA

GENERAL PLAN PROJECT

SEISMIC SAFETY ELEMENT



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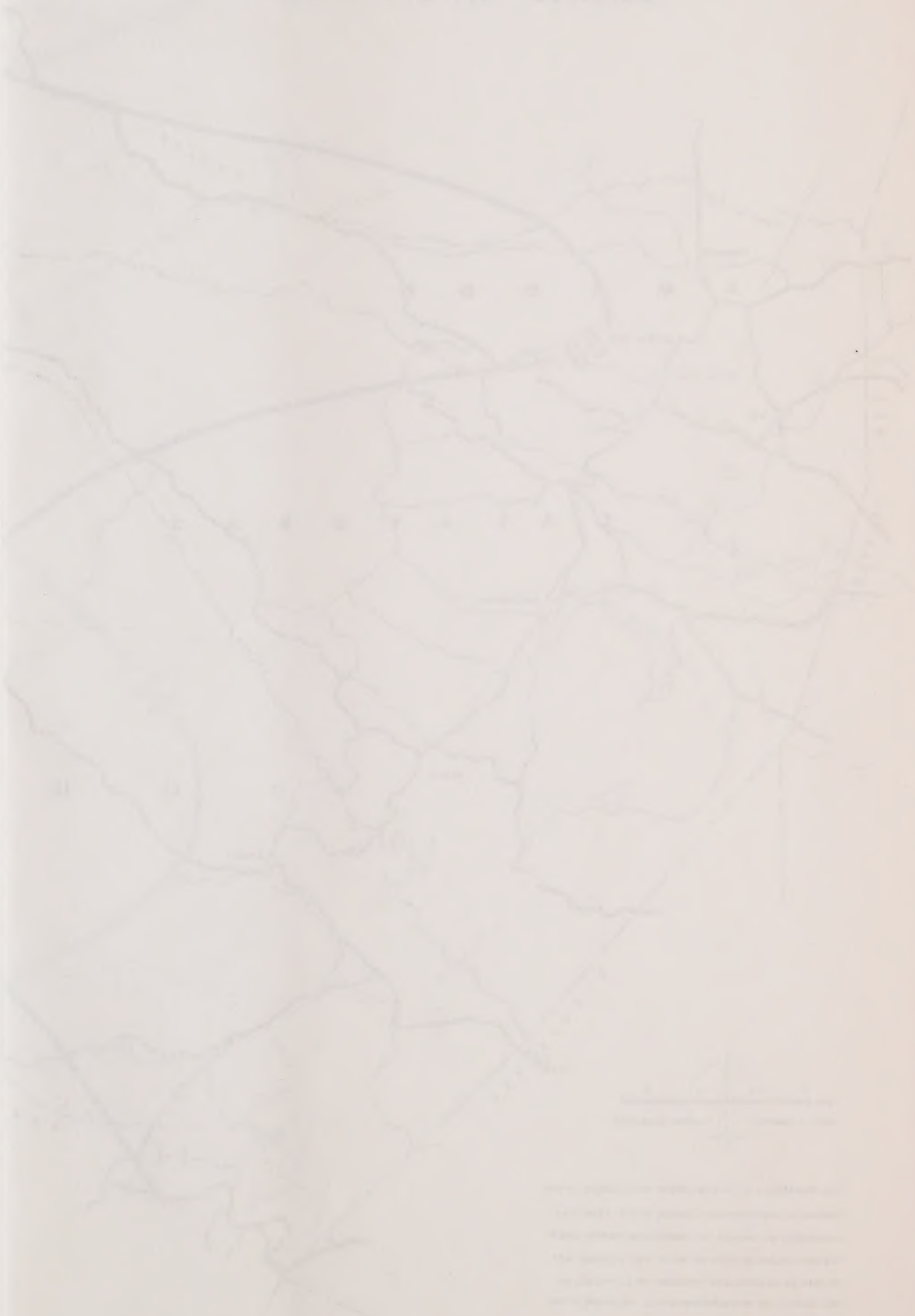
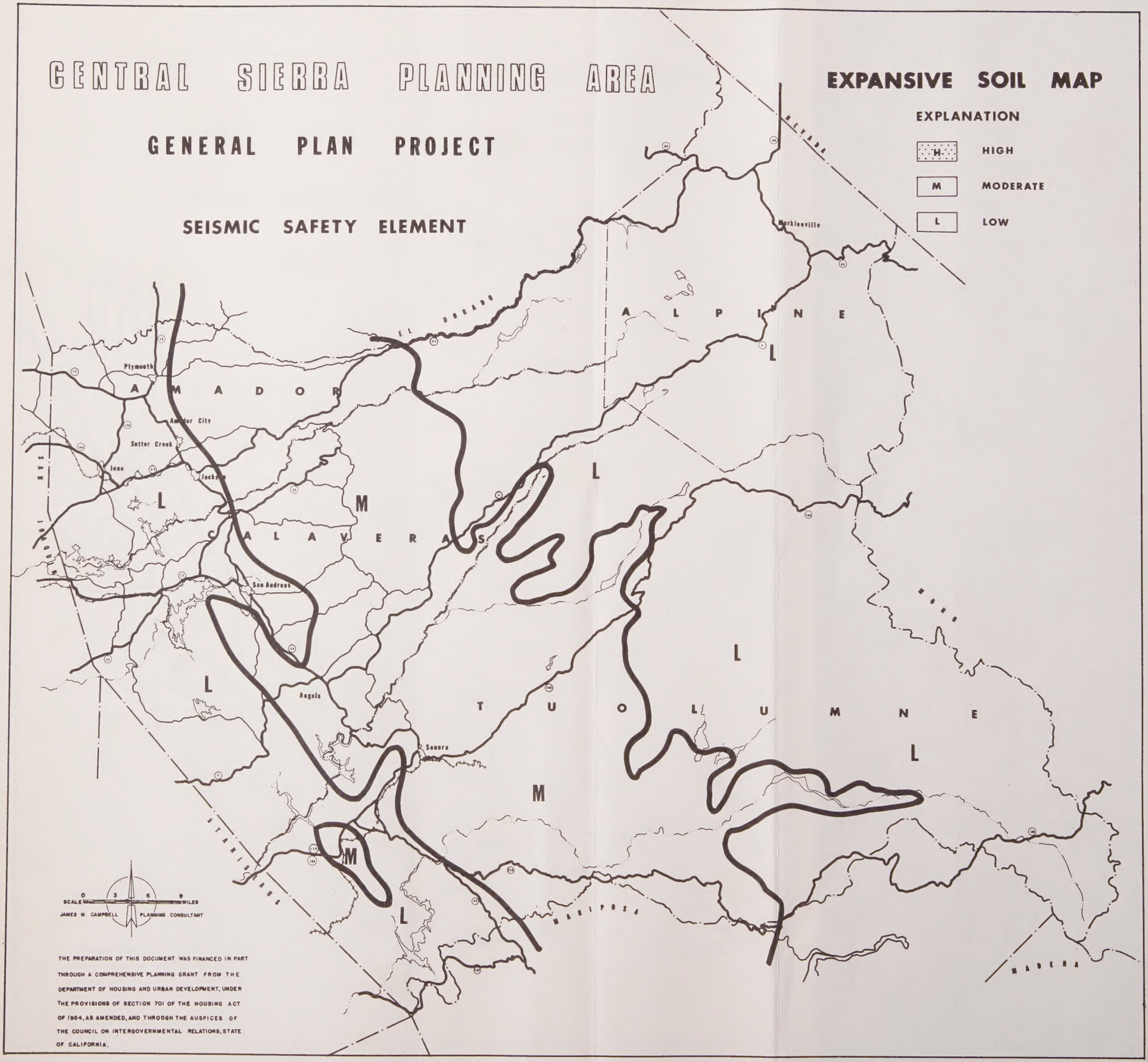


CENTRAL SIERRA PLANNING AREA

GENERAL PLAN PROJECT

SEISMIC SAFETY ELEMENT



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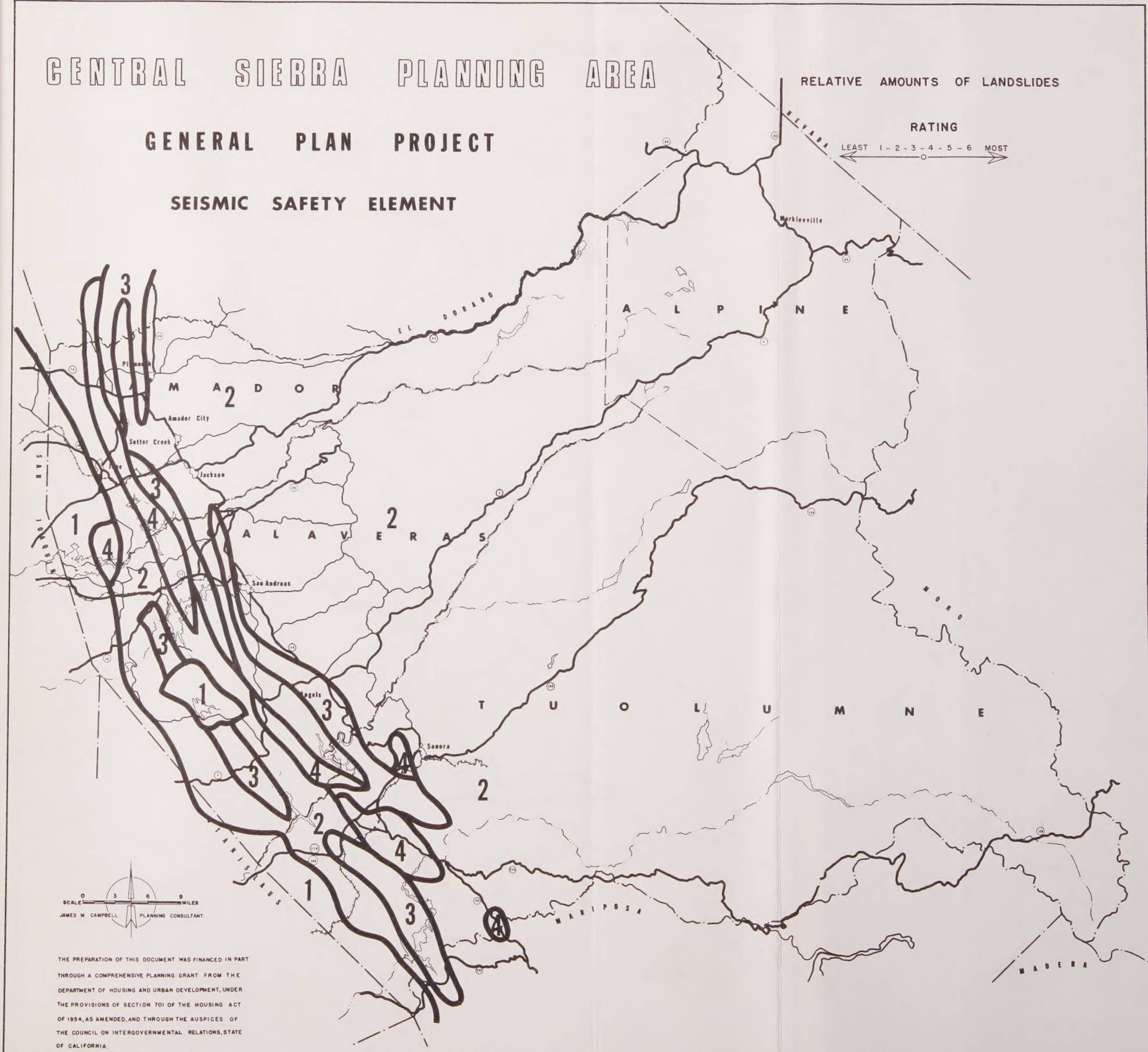

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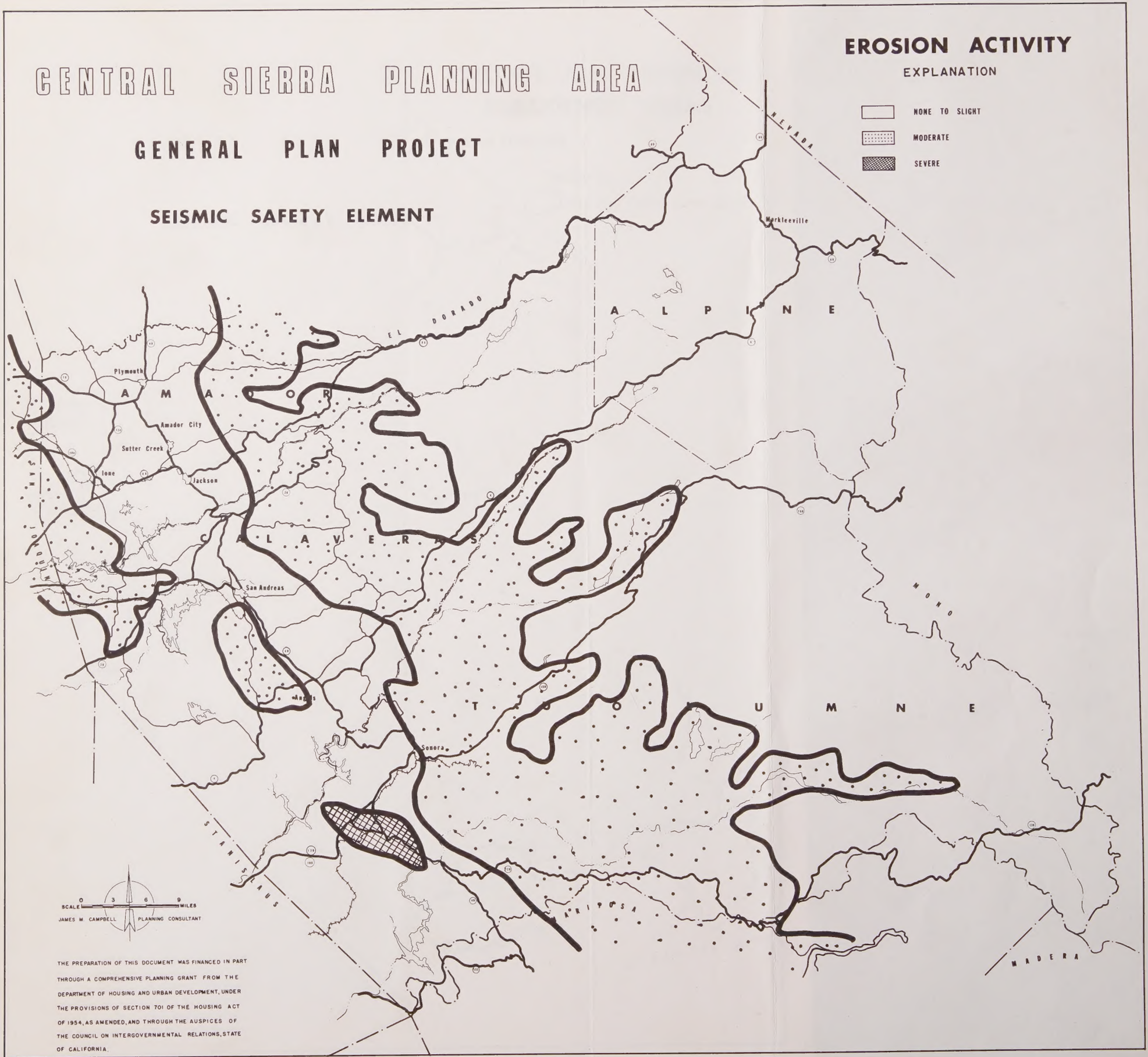

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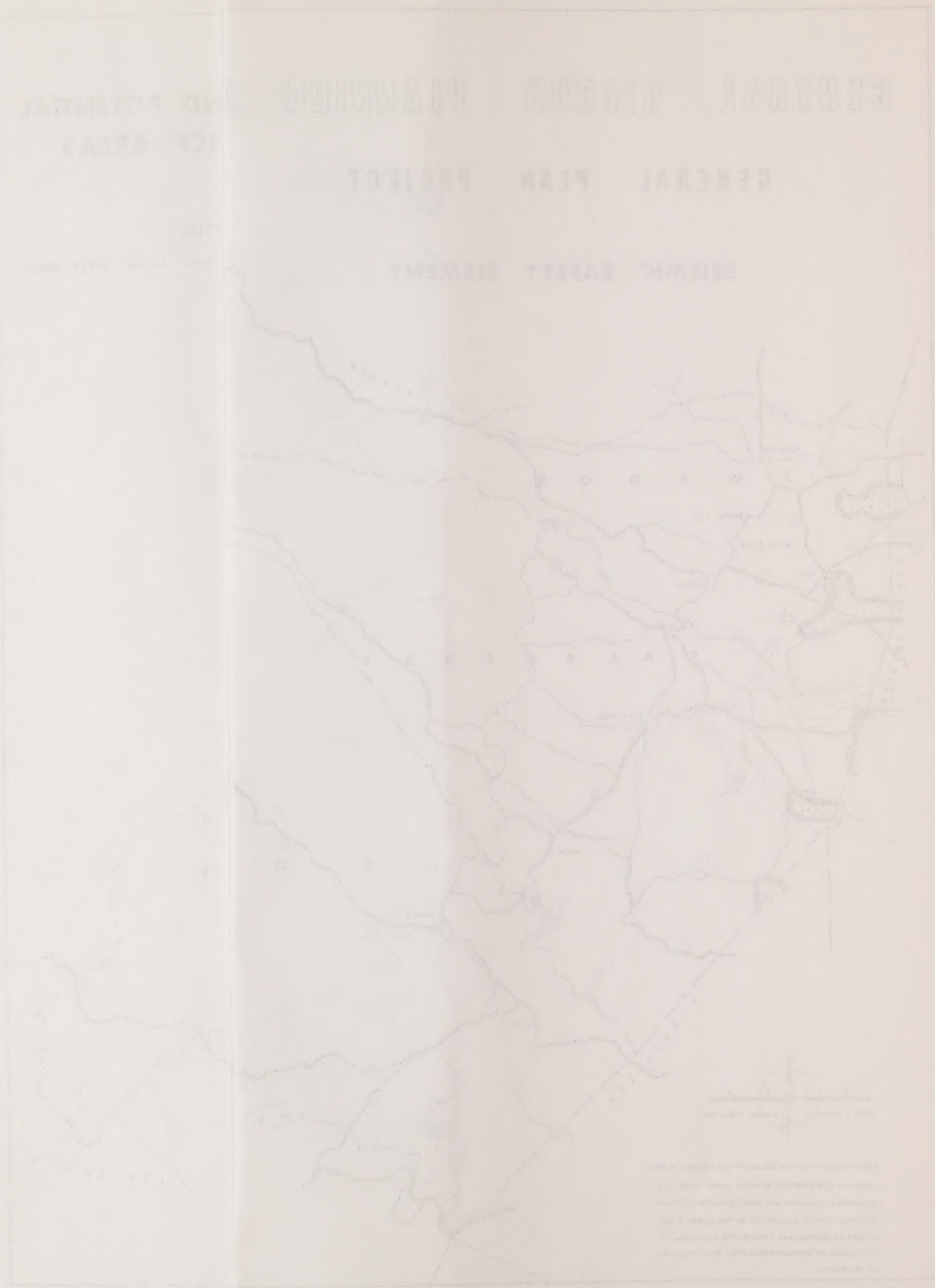

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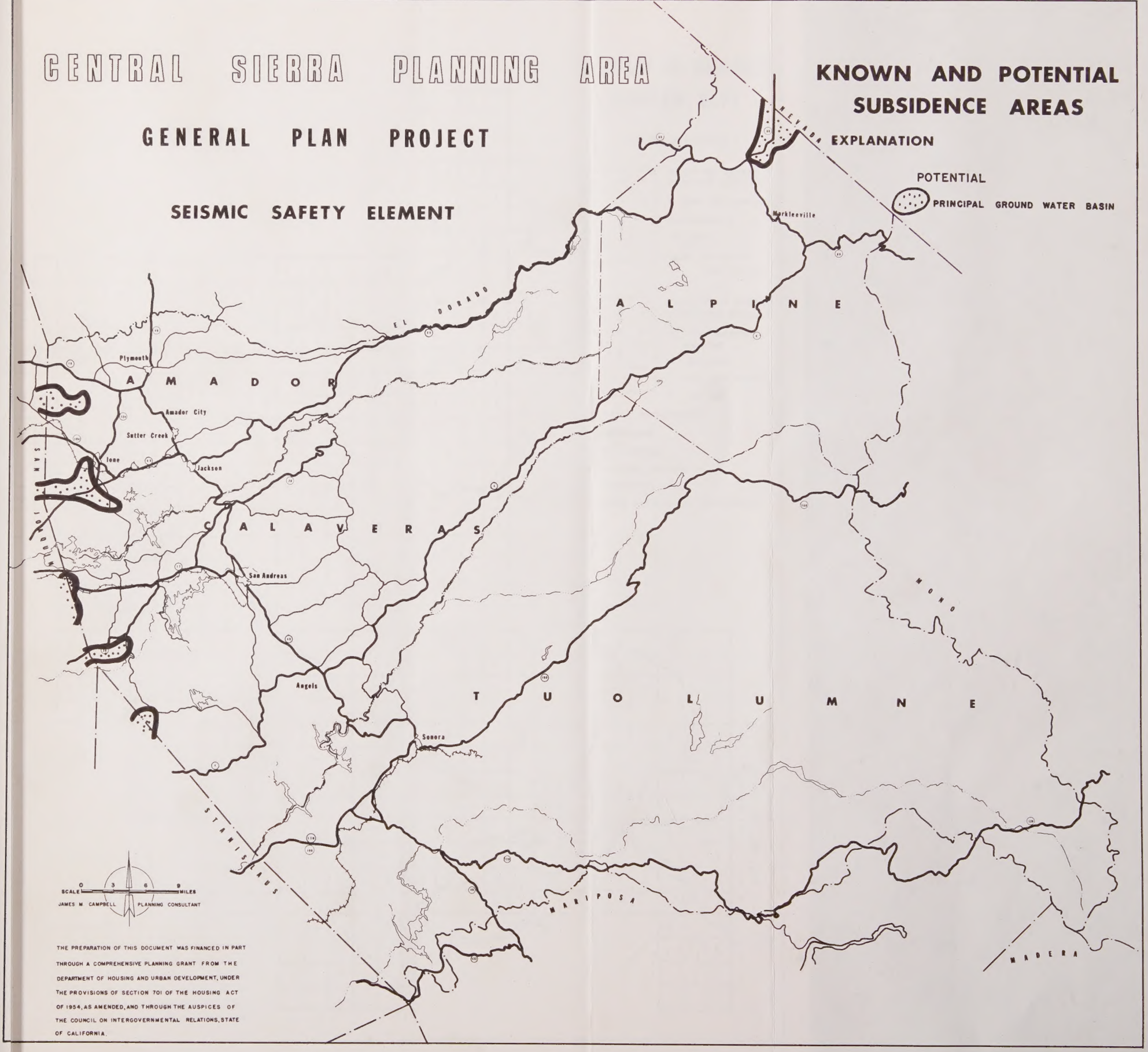

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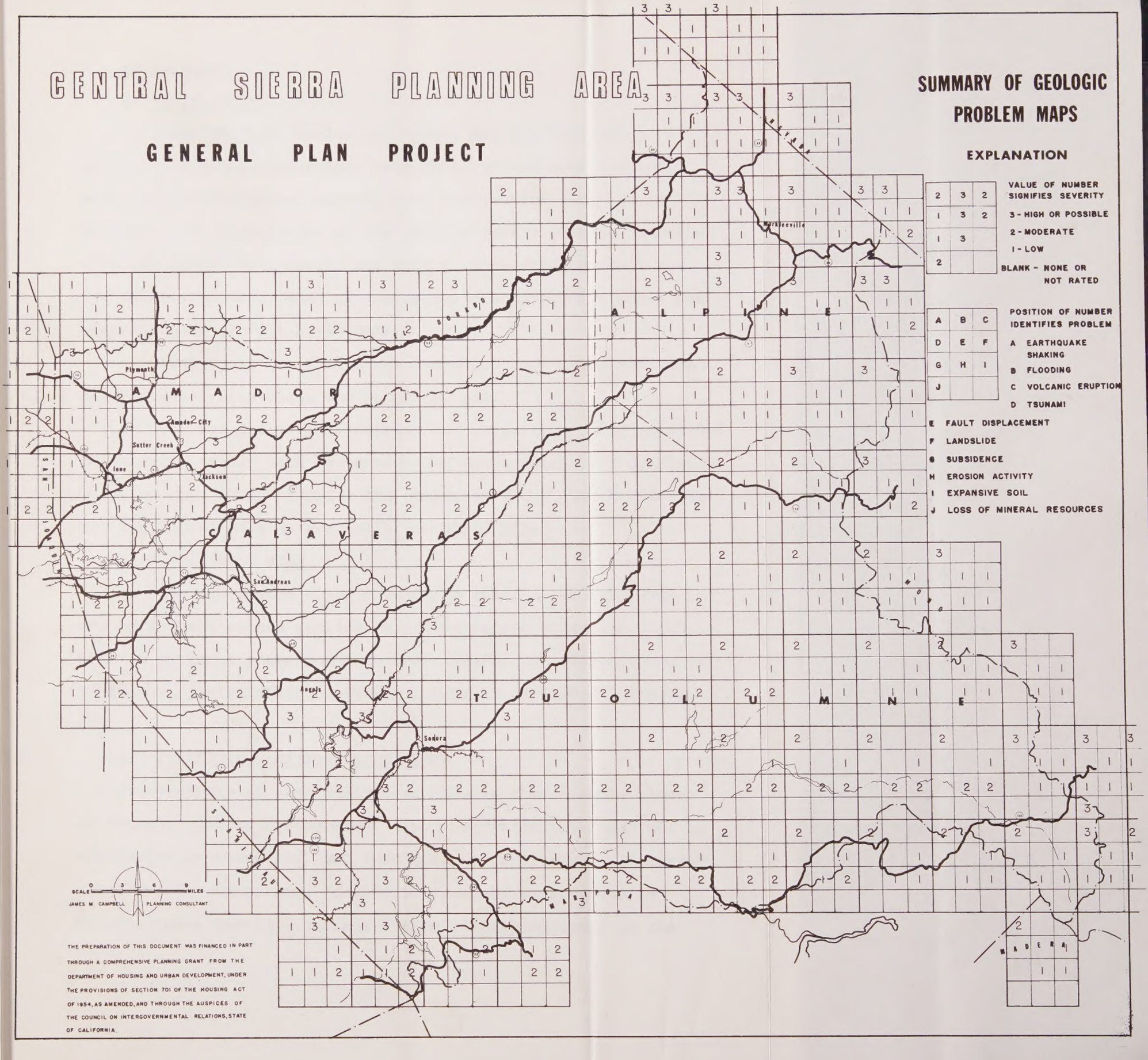

SUMMARY OF GEOLOGIC PROBLEM MAPS

EXPLANATION

2	3	2
1	3	2
1	3	
2		

VALUE OF NUMBER SIGNIFIES SEVERITY

3 - HIGH OR POSSIBLE

2 - MODERATE

1 - LOW

BLANK - NONE OR NOT RATED

A	B	C
D	E	F
G	H	I
J		

POSITION OF NUMBER IDENTIFIES PROBLEM

A EARTHQUAKE SHAKING

B FLOODING

C VOLCANIC ERUPTION

D TSUNAMI

E FAULT DISPLACEMENT

F LANDSLIDE

G SUBSIDENCE

H EROSION ACTIVITY

I EXPANSIVE SOIL

J LOSS OF MINERAL RESOURCES

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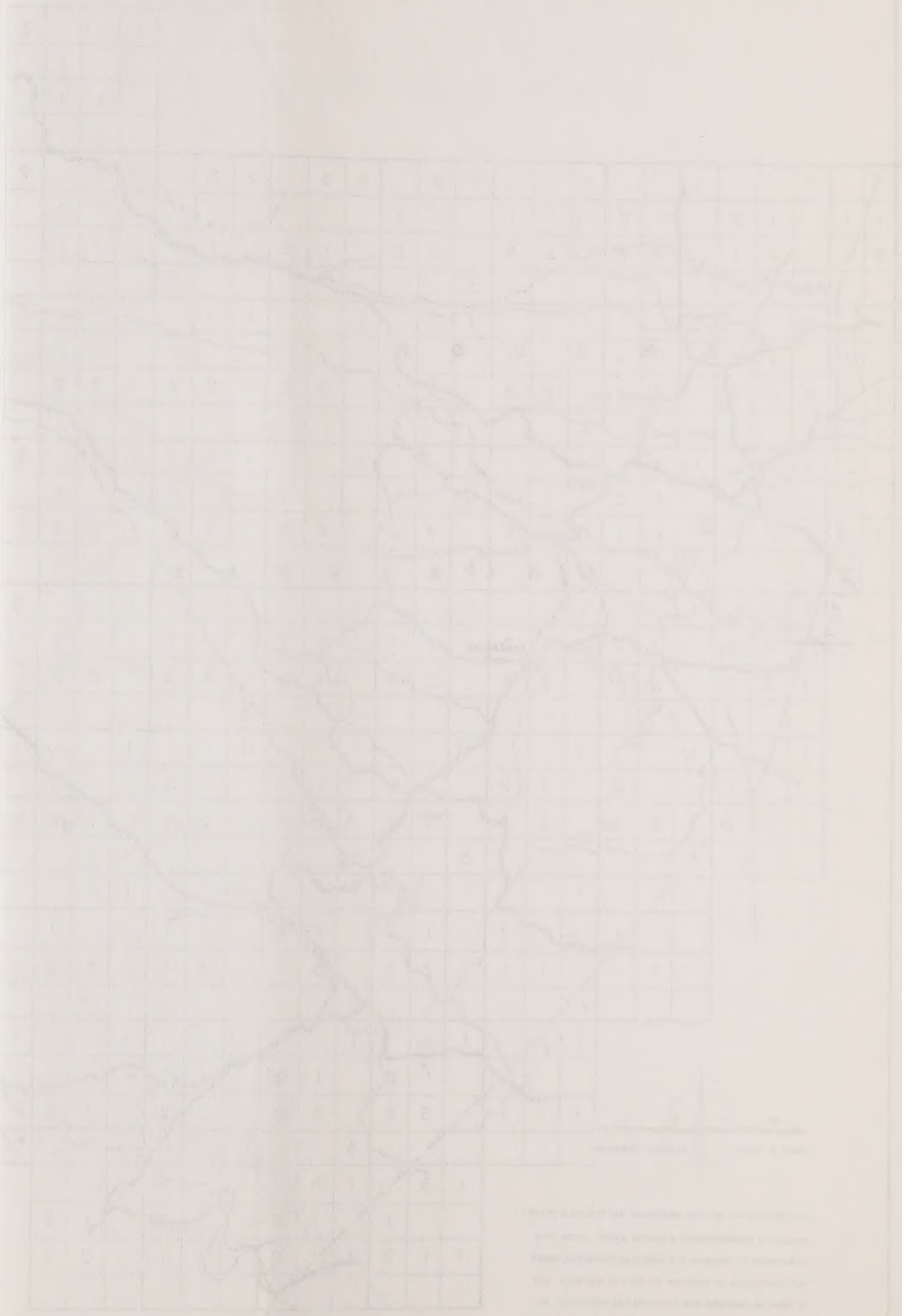

III. METHODOLOGY

A. BASIC DATA

Both the U.S. Geological Survey and the California Division of Mines and Geology have produced and made available much updated and recent map and text information material to assist in the preparation of the Seismic Safety element, together with additional data useful for Safety, Conservation, Land Use and other elements. Most of the exhibits on preceding pages are reproductions of such basic data.

Additional basic data was assembled from State and local Emergency Services plans and programs, etc.

The identification, mapping and evaluation of existing and potential hazards, both as to severity and frequency of occurance, based on such data, provided the basis for the Policy Statements and the Implementation Proposals contained herein.

B. ACCEPTABLE RISK

The acceptable risk, related to hazards, is described in the Policy Statements section as a generalized statement which is subject to local interpretation and revision in consideration of individual jurisdiction conditions, degrees of hazards, timing, etc.

C. CORRECTION, MITIGATION EFFORTS

Analysis of area hazards recognizes that hazards caused by nature, such as earthquakes, floods and wildfires, may not be eliminated or corrected, but that their effects may be mitigated substantially by planned protective measures as proposed in general terms herein. Hazards are relatively moderate in the

area, and most severe effects in small vulnerable locations may be reduced by progressive corrective actions.

Hazards created by people and their actions are not severe in the area. They may be substantially eliminated or corrected by appropriate actions of the individual jurisdictions and other involved agencies.

D. PROTECTIVE MEASURES

Data developed and analyzed in the preparation of the elements provided the basis for protective measures proposed in the Implementation section.

E. EXCHANGE of INFORMATION

The assembly of information from various agencies for the preparation of the elements established contacts of value, not only for this report, but for the ongoing process of area planning coordination and effectuation of the Safety and Seismic Safety elements which will require the cooperative efforts of many individuals and agencies over an extended time period.

IV. RELATIONSHIPS OF THE SAFETY and SEISMIC SAFETY ELEMENTS

A. TO OTHER GENERAL PLAN ELEMENTS

Some of the more obvious natural and domestic hazards have been considered in the development of past General Plan elements, in zoning, in building and housing codes, and in the processing of land development projects, etc.

However, with a greater awareness of hazards and the probable impact of natural and other disturbances or disasters, and with factual information and this General Plan guide available, it is imperative that the Policy Standards and Implementation

Proposals contained herein be applied, as appropriate, to all other General Plan elements, to specific plans based hereon, be reflected in zoning and land division ordinances and pertinent codes, environmental impact statements and reports, plans for major public improvement projects, and generally throughout the total planning process.

B. TO OTHER FACTORS and AGENCIES

Used as above, these elements may be expected to contribute to reductions in social and economic costs resulting from loss of life, injury, and property damage.

These elements are also of value to various Federal and State agencies holding land ownerships and other interests in the planning area, for use in coordinated planning, land use regulations, and mutual assistance plans and programs.

V. IMPLEMENTATION PROPOSALS

A. OTHER GENERAL PLAN ELEMENTS

It is proposed that each member jurisdiction convert exhibit map and text data contained and/or referred to herein to individual planning area map form to show the nature and location of hazards or problems, including as appropriate seismic and other natural hazards, minerals and resources to be protected, evacuation routes, etc.

Such maps and explanatory data are to be considered as having General Plan status at or above that of other elements with which they are related.

B. CAPITAL IMPROVEMENT PROGRAMS

It is proposed that major public projects which are found to be necessary for the mitigation, correction or control of hazards or problems indicated in these elements be included with appropriate attention in the individual jurisdiction Capital Improvement Programs.

C. REGULATORY MEASURES, PROGRAMS, REVIEW

1. It is proposed that ordinances, codes, regulations and standards of local jurisdictions be reviewed and amended as may be necessary to effectuate the Safety and Seismic Safety elements proposals, and that new regulations be added as necessary for such purposes. This plan will be supplemented by a set of proposed sample ordinance provisions to assist member jurisdictions in the foregoing.

2. It is proposed that member jurisdictions and other area agencies initiate building and fire safety inspection programs to identify fire and structural hazards, and to correct them.

3. It is proposed that all local Emergency Operation Plans and programs be reviewed and updated to reflect hazards indicated herein, to include active programs for more effective operations in emergency or disaster situations, and to provide representation of fire, police and other emergency and protective agencies wherever safety factors are involved in the planning process.

4. It is proposed that these Safety and Seismic Safety elements, together with all related governmental safety planning programs, be reviewed, revised, and maintained at an active level aimed at effectuation of proposals in a vital ongoing planning operation.

5. It is proposed that review and updating processes of the Area Council and member jurisdictions include consideration of:

a. New seismic hazards data as may become available through further scheduled studies by the U.S. Geologic Survey and the State Division of Mines and Geology.

b. Detailed soil stability, landslide and mudslide locations, soil depth and permeability, moisture content, water table depth, and other such data from Soil Survey reports of the Soil Conservation Service and other such sources.

c. Progressive improvements in fire protection services, facilities and equipment per Board of Fire Underwriters and Fire Marshall standards; new sources of water supply, extended distribution, increased water pressure, additional equipment and personnel, etc.

d. Relationships, responsibilities, and mutual aid plans of Forest Service, Division of Forestry, Fire Districts and City Fire Departments.

e. Present and planned systems of evacuation routes, fire access trails and fire breaks, and of regulatory measures pertaining to seismic and fire safe construction, location and clearance around structures, etc.

f. Organization and effectiveness of local Emergency Operation Plans.

NOTE:

Pertinent environmental concerns and recommendations set forth in the document "Summary Report, Environmental Goals and Policy" (State of California) are reflected in this Safety and Seismic Safety element.

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I. INTRODUCTION

A. AUTHORITY

State law requires that City and County General Plans include a NOISE element which is described in the law as follows:

NOISE ELEMENT (Government Code Section 65302(g)

"A noise element is quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include but are not limited to the following:

(1) Highways and freeways

(2) Ground rapid transit systems

(3) Ground facilities associated with all airports operating under a permit from the State Department of Aeronautics.

"These noise contours may be expressed in any standard acoustical scale which includes both the magnitude of noise and frequency of its occurrence. The recommended scale is sound level A, as measured with A-weighting network of a standard sound level meter, with corrections added for the time duration per event and the total number of events per 24-hour period.

"Noise contours shall be shown in minimum increments of five decibels and shall be continued down to 65 db(A). For regions involving hospitals, rest homes, long-term medical or mental care, or outdoor recreational areas, the contours shall be continued down to 45 dB(A).

"Conclusions regarding appropriate site or route selection alternatives or noise impact upon compatible land uses shall be included in the general plan.

"The state, local, or private agency responsible for the construction or maintenance of such transportation facilities shall provide to the local agency producing the general plan, a statement of the present and projected noise levels of the facility, and any information that was used in the development of such levels."

II. SCOPE and NATURE of the NOISE ELEMENT

A. PLANNING AREA, GENERAL POLICY

In the planning area of approximately 5,000 square miles, with a population density of about ten persons per square mile, and with most of its extensive mountain area in substantially unpopulated and undeveloped Federal land ownership, noise is a minor problem with respect to the total area.

General policy is to locate particular present or potential problem sites, identify noise sources, and provide for the reduction and/or reasonable control of noise through this plan element, precise plans based hereon, and appropriate regulatory measures to effectuate the proposals contained herein.

1. Noise in the Area

Noise at or approaching problem magnitudes in the area is concentrated in the urban areas, at certain industrial operations, and along the corridors of transportation routes, air, rail and highway.

Urban and industrial noises and their sources are considered as a local noise problem subject to local attention, and related to but somewhat distinct from transportation noise, the control of which involves a number of Federal, State and local agencies.

It is plan policy to recognize and treat both fields of noise problems, each in a manner and to a degree considered reasonable and adequate for the best interests of the area and the comfort and convenience of its people.

2. Policy Regarding Needed Controls

Urban and industrial noise problems are generated by people and their local activities, in their use of land and equipment, and in their business and industrial operations.

Control of such noises and their sources is most effectively applied, as and when needed, by local City or County ordinances which include enforcement provisions which specify maximum permissable noise levels in relation to established ambient levels.

A sample ordinance is included herein.

Controls of noises from transportation equipment and facilities, such as motor vehicles, railroad trains and aircraft, and their highways, tracks and airways, are almost entirely in the legal jurisdiction of Federal and State agencies.

The preparation of this Noise element was assisted by such agencies, and controls and preventive measures applied by or available through such agencies are incorporated herein.

B. DESIRED MAXIMUM LEVELS in LAND USE AREAS

The intensity of sound, or noise, as detectable by the human ear, is measured in "Decibel" units. For purposes of this element, the A-weighted decible unit, dB(A), as registered on commercial sound level meters, is used in relation to surface noises.

1. Highway Design Standards. The following is a summary of Federal standards for use in the design of roads and highways which are applicable with minor variations in California, and which are proposed element guides. (Ref: U.S. DOT PPM 90-2, Feb. 8, 1973, Appendix B-4).

Land Use Category	Design Noise Level - L_{10}
A. Unique and unusual tracts of land in which serenity and quiet are of extraordinary significance and preservation of those qualities is essential if the area is to continue to serve its intended purpose.	60 dB(A) (Exterior)
B. Residential areas, schools, churches, libraries, hospitals, and so forth.	70 dB(A) (Exterior)
C. Other developed land not included in (A) and (B) and generally constituted by urbanized business or industrialized areas.	75 dB(A) (Exterior)
D. Special condition sites, areas, or activities. The design noise level should be established, based on the merit of the specific case and an analysis of the acceptable level.	(Exterior or Interior)

2. Land Use Classification Standards. The following standards are proposed as generally desirable ambient exterior noise level guides to be used together with other basic plan elements and in the future planning and location of noise-sensitive land uses and developments in relation to noise generating uses and facilities.

Land Use Classification		Desired Ambient Level, dB(A)
Residential, rural-suburban:	10 PM to 7 AM	40 - 45
	7 AM to 10 PM	45 - 50
Residential, suburban:	10 PM to 7 AM	45 - 50
	7 AM to 10 PM	50 - 55
Residential, low denisty urban:	10 PM to 7 AM	50 - 55
	7 AM to 10 PM	55 - 60
Residential, med./high density:	10 PM to 7 AM	55 - 60
	7 AM to 10 PM	60 - 65
Commercial zones, districts:	10 PM to 7 AM	65
	7 AM to 10 PM	70
Industrial zones, districts:	24 hours	75

The above standards are intended to be applied with careful attention to the particular City or County area conditions,

such as size and nature of development and expansion area, mixture of uses and spacing of mixed uses, present ambient levels, etc.

The following are summarized noise level standards established by the Department of Housing and Urban Development for residential mortagaging estimates, construction projects and new housing.

General External Exposures, dB(A)	*NEF ZONES, Airport Environs
1. Unacceptable:	
a. Exceeds 80, 60 min. per 24 hours.	Greater than 40*
b. Exceeds 75, 8 hours per 24 hours.	
2. Discretionary, Normally Unacceptable:	
a. Exceeds 65, 8 hours per 24 hours.	Between 30*& 40*
b. Loud repetetive sounds on site.	
3. Discretionary, Normally Acceptable:	
a. Does not exceed 65 more than 8 hours per 24 hours.	Less than 30*
4. Acceptable:	
a. Does not exceed 45 more than 30 minutes per 24 hours.	Less than 30*

Because the foregoing HUD standards also apply to FHA financing of residential housing, they must be given particular attention and be related closely to the preceding land use classification standards if and when a local jurisdiction considers application of non-transportation noise regulations.

C. STANDARDS, NOISE FROM TRANSPORTATION FACILITIES

The State law definition of the Noise element mentions only, and so gives primary importance, to noise generated by transportation facilities, (See page 31, Authority):

*NEF: "Noise Exposure Forecast", HUD Noise Assessment Guidelines.

"(1) Highways and Freeways,

(2) Ground rapid transit systems,

(3) Ground facilities associated with all airports operating under permit from the State Department of Aeronautics."

Since ground rapid transit systems do not exist in the planning area except in the mild form of limited bus operations on public roads and highways, and since area airports are general aviation operations not used for scheduled airline purposes or for large commercial jet engine aircraft, this Noise element plan directs primary attention to highway and freeway noise problems. Although railroads are not specifically mentioned in the law, they are recognized as contributors to noise problems in the area.

Control of noise related to motor vehicles, aircraft, and railroad equipment is under the jurisdiction of Federal and State agencies. For this reason this plan element is designed to present information useful for planning purposes rather than to propose specific local control standards for transportation facilities.

Under the State law, the agencies responsible for the construction and maintenance of major transportation facilities are obligated to provide present and projected noise levels for their facilities. Therefor, in this planning area, the State Department of Transportation is the major contributor of such information.

1. Standards for Basic Information

Two recognized methods for presenting the present and projected noise level information are available from the California Department of Transportation, Division of Highways:

"(1) Highways and freeways.

(2) Ground rapid transit systems.

(3) Ground facilities associated with all airports operating under permit from the State Department of Aeronautics."

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1. Standards for Basic Information

Two recognized methods for presenting this present and projected noise level information are available from the California Department of Transportation, Division of Highways:

a. "Test Method No. Calif. 701-A", mean truck noise levels for diesel trucks.

b. "L_{10} Method", the sound level that is exceeded ten percent of the time (the 10th percentile) for the period under consideration. This value in an indicator of both the magnitude and frequency of occurrance of the loudest noise events.

Both the U.S. Department of Transportation and the U.S. Department of Housing and Urban Development accept the L_{10} Method, rather than the California Method. The Department of Transportation has provided L_{10} Method data for 1974 and projected 1995 noise contour mapping of urban areas, together with section drawings from which to apply Calif. 701-A Method data along low traffic volume urual routes on an interim basis.

c. Government Code Sec. 65302(g) Standards

Data Sources	dB(A) Map Contours
From L_{10} data, meter readings, (or California Method, charts, etc.):	
1. Freeways and Highways	Down to 65
2. At hospitals, rest homes, long-term medical or mental care, or outdoor recreation areas (as appropriate) . .	Down to 45

d. Airport Ground Facilities and Aircraft.

The following noise level standard is proposed as a goal for existing airports and a control for future airports where residential or hospital, etc. uses as above are located adjacent to, or in close proximity to the airport boundaries.

Location of Sound Level Reading	*CNEL Reading
At airport boundary adjacent to residential, etc. use areas.	65 dB(A)

*CNEL = "Community Noise Equivalent Level", in decibels, represents the average daytime noise level during a 24 hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and night-time periods relative to daytime periods.

III. GENERAL POLICY STATEMENT re. STANDARDS, GOALS

This Noise element is designed to provide a guide for local jurisdictions to use in relation to their particular needs and conditions. It is adaptable for adoption in this form as the broad General Plan element, and may be revised or supplemented as particular needs dictate.

Standards contained herein are derived from State and Federal agency sources, and in most cases were developed specifically for such General Plan and related purposes.

Goals of the plan element are to provide the general guide and sufficient detail to identify noise problems, present basic standards for their reduction and/or control, and indicate methods to effectuate such controls.

The element and its effective application in the planning area has value in that it may produce a more pleasant "people" environment through reduction and control of noise pollution which has been proven to have, at certain levels, adverse effects upon the physical and mental well-being of persons subjected to such pollution.

IV. RELATIONSHIPS of the NOISE ELEMENT

A. TO OTHER GENERAL PLAN ELEMENTS

There is a strong relationship between the Noise element and the Land Use element and its urban and suburban land use classification areas, the Housing element with respect to Federal standards for acceptable noise levels for residential construction financing, and the Circulation element with respect to desired transportation facility noise levels.

The noise element is in a sense a supplementary element to the above in that its standards and proposals are to be superimposed upon, or incorporated with those of the other element plans.

It has particular value in its use with respect to the location and design of future transportation facilities, and in the location of future housing developments, hospitals, etc. in relation to transportation facilities and other primary noise generators.

B. TO ENVIRONMENTAL IMPACT

Standards and goals of this plan element will have reference value in the assessment of noise impact upon the environment which may result from most proposed public and private projects.

C. TO OTHER AGENCIES

The cooperative approach to the total multi-county planning project of the Area Council has involved many Federal, State and local agencies in the preparation of this Noise element and other General Plan elements undertaken by the Council.

All such agencies are concerned with noise porblems in their particular fields of planning, and are encouraged to utilize appropriate goals and standards contained herein for purposes of area uniformity and close planning coordination.

V. IMPLEMENTATION PROPOSALS

A. NOISE ELEMENT re. TOTAL GENERAL PLAN

As indicated in preceding part IV. hereof, the Noise element relates closely to, and may be implemented through application of its standards and goals to other General Plan elements.

Although State law mandates a fractured total listing of General Plan elements with forced duplications, etc., local refinement and reasonable administration will permit orderly transmittal of goals and standards from plan to plan for effective implementation.

All such elements require periodic review which may include better organization of plan features based on use and experience.

B. REGULATORY MEASURES

The Noise element contains both proposed standards for future facility and development location and design, and for specific controls which are proposed to be applied by law - Federal, State or local ordinance.

Since, as has been mentioned, noise controls of transportation facilities are in Federal and State jurisdiction, only the controls of noise related to urban land uses and operations and commercial and industrial operations are subject to local ordinance control.

Needs for such regulation will be greatest in City and urban areas, and the degree of need and timing for application of controls is a matter of local jurisdiction determination.

A sample ordinance designed for such purpose is included as "Exhibit B" hereof. Although the sample is drafted as a City ordinance, it is adaptable for County use also.

C. ADDITIONAL IMPLEMENTATION MEASURES

Although it is recognized that correction or reduction of existing noise problems is difficult, some relief may be expected through stricter Federal and State standards applied to motor

vehicles, aircraft and railroad equipment. Sound barriers may be installed along serious problem sections of freeways and highways, industries may install sound control equipment, exterior wall and mass planting, and interior soundproofing may be installed to reduce noise in existing structures.

The more effective long-range implementation measures will be, through use of standards, and controls proposed herein, and the use of the sound contour maps which constitute "EXHIBIT A" hereof, to consider carefully the noise factor in the design and location of future transportation and other noise generating facilities with respect ot noise sensitive land uses.

Conversely, housing and hospital, etc. types of land uses should be located and designed in the future with careful consideration of present and projected noise levels of present or future high level noise generating facilities.

The EXHIBIT A" maps are to be considered as basic information having value for present purposes. They should be supplemented by more detailed and updated "on-site" sound level readings and analysis of future noise generator projections in the area, particularly at the time site locations for housing developments, hospitals, schools, health care facilities, places of public assembly, recreation facilities, etc. are being selected.

Ambient sound level readings will be required to be taken and recorded in conjunction with implementation of controls by use of local sound control ordinances, "EXHIBIT B".

NOISE CHARTS and DIAGRAMS

The following charts and diagrams are intended to give a general understanding of noise and its levels of magnitude and effect, as heard by the human ear.

Some of the charts and diagrams are informational, and some are intended for use in relation to policies, standards, and controls of present and projected noise problems as set forth in this plan element.

They should be used with the understanding that they present generalized information in some cases, and some may require supplementary data for reliable results.

EXHIBIT	TITLE
A-1	COMMON INDOOR AND OUTDOOR NOISE LEVELS Source: "Guide On Evaluation And Attenuation Of Traffic Noise", Author and Publisher: American Assoc. of Highway and Transportation Officials.
A-2	CUMULATIVE DISTRIBUTION OF HIGHWAY VEHICLES VERSUS NOISE LEVELS. Source: "Transportation Noise And Its Controls", U.S. Department of Transportation.
A-3	MEDIAN NOISE LEVEL ESTIMATES OF MIXED TRAFFIC AT 50 MILES PER HOUR. Source: Same as A-2.
A-4	NOISE REDUCTION PRODUCED BY VARIOUS HIGHWAY CONFIGURATIONS. Source: Same as A-2.
A-5	NOISE REDUCTION WITH AND WITHOUT TREES. Source: Same as A-2.
A-6	WAYSIDE NOISE LEVEL FOR TRANSIT TRAINS OF VARIOUS LENGTHS. Source: Same as A-2.
A-7	ESTIMATED LOCATION OF CNEL = 70 dB CONTOURS FOR TYPICAL GENERAL AVIATION AIRPORTS. Source: California Department of Aeronautics, per, "TITLE 4, (Register 70, No. 48-11/28/70)".

EXHIBIT	TITLE
A-8	TYPICAL TRUCK NOISES VERSUS DISTANCE FROM THREE BASIC FREEWAY DESIGNS. Source: "Methods For Measuring Noise Levels", California Department of Transportation.
A-9	NOTE: Exhibit A-9, included herein by reference, consists of L_{10} Method Highway Noise Contour strip maps and related data prepared and contributed to the noise element plan program by the California Department of Transportation.

The L_{10} method maps and data provide the most authentic and useful information for plan element use along freeway and major highway corridors.

COMMON INDOOR AND OUTDOOR NOISE LEVELS EXHIBIT A-1

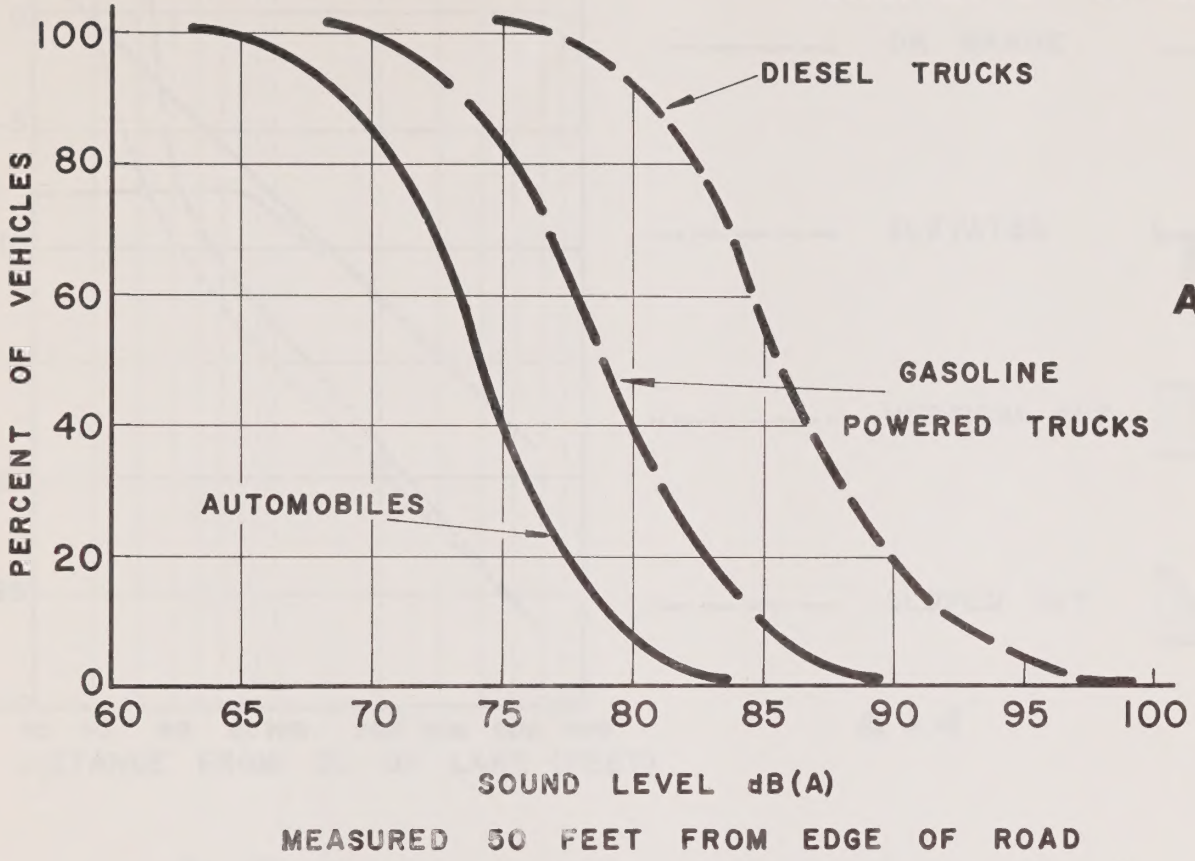
COMMON OUTDOOR NOISE LEVELS	NOISE LEVEL dB(A)	COMMON INDOOR NOISE LEVELS
	-110-	--- Rock Band
Jet Flyover at 1000 ft. --------		
	-100-	Inside Subway Train
		--- (New York)
Gas Lawn Mower at 3 ft. -------		
	-90-	
Diesel Truck at 50 ft. --------		--- Food Blender at 3 ft.
Noisy Urban Daytime ----------	-80	--- Garbage Disposal at 3 ft. Shouting at 3 ft.
Gas Lawn Mower at 100 ft. ----	-70-	--- Vacuum Cleaner at 10 ft.
Commercial area ----------		--- Normal Speech at 3 ft.
	-60-	
		--- Large Business Office
Quiet Urban Daytime ----------	-50-	--- Dishwasher Next Room
	-40-	--- Small Theatre, Large
Quiet Urban Nighttime ---------		Conference Room (Background)
Quiet Suburban Nighttime ------		--- Library
	-30-	
		--- Bedroom at Night
Quiet Rural Nighttime ---------		--- Concert Hall (Background)
	-20-	
		--- Broadcast & Recording Studio
	-10-	
		--- Threshold of Hearing
	-0-	

Source: "Guide on Evaluation and Attenuation of Traffic Noise", Author and Publisher: American Association of State Highway and Transportation Officials.

NOTE: A ten (10) decibel increase in sound level on dB(A) scale doubles the apparent loudness or annoyance of the sound.

CUMULATIVE DISTRIBUTION OF HIGHWAY VEHICLES VERSUS NOISE LEVEL

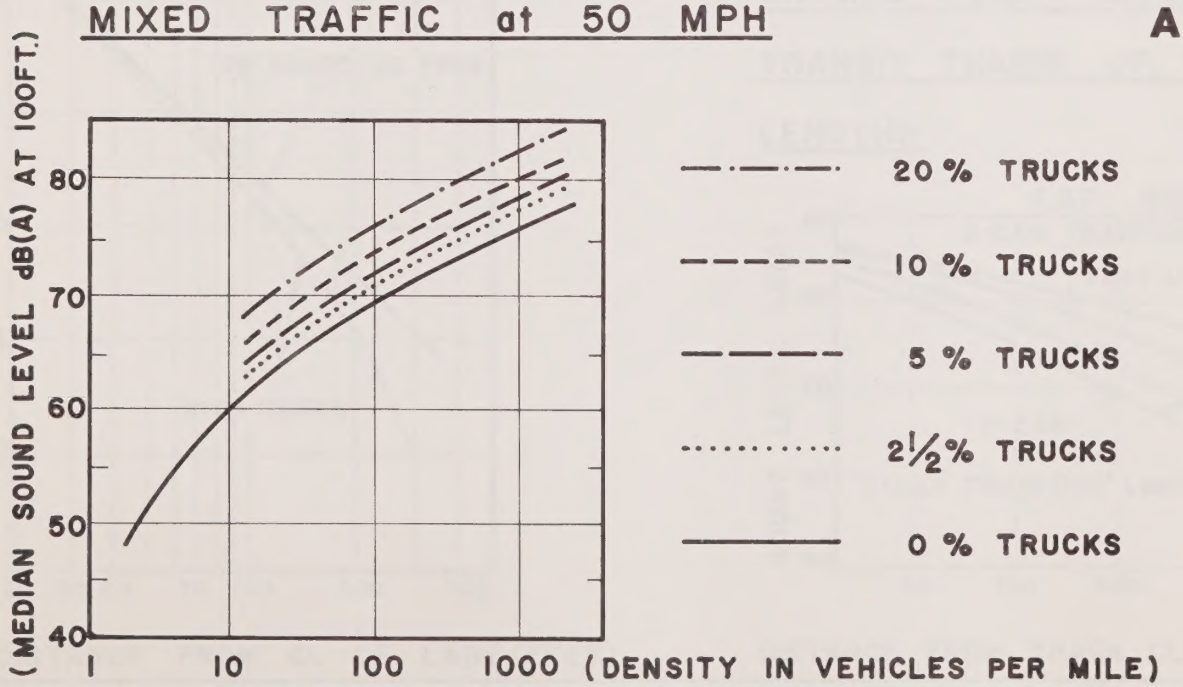
EXHIBITS A-2, 3



A-2

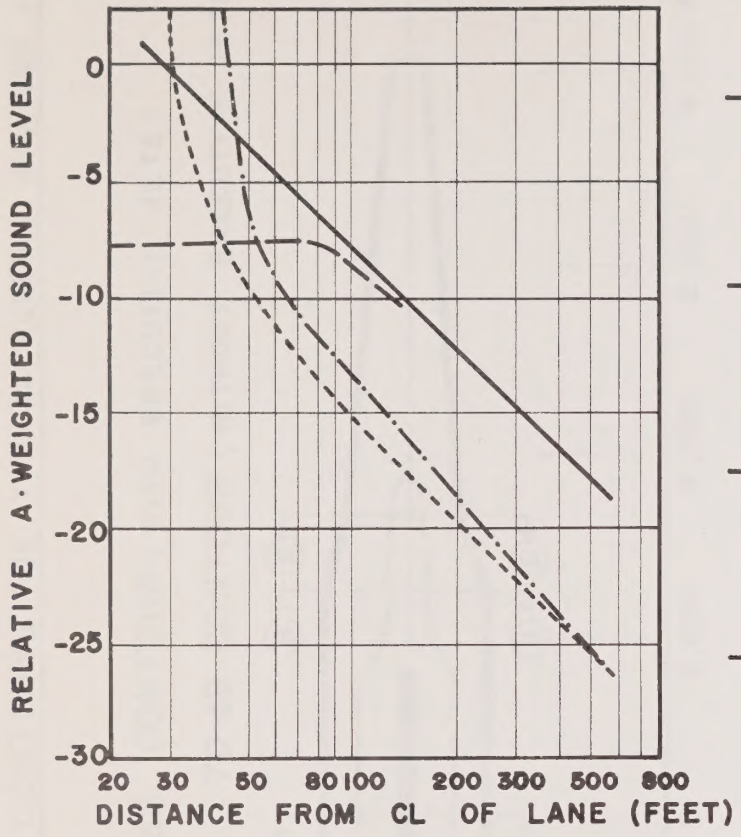
MEDIAN NOISE LEVEL ESTIMATES OF MIXED TRAFFIC at 50 MPH

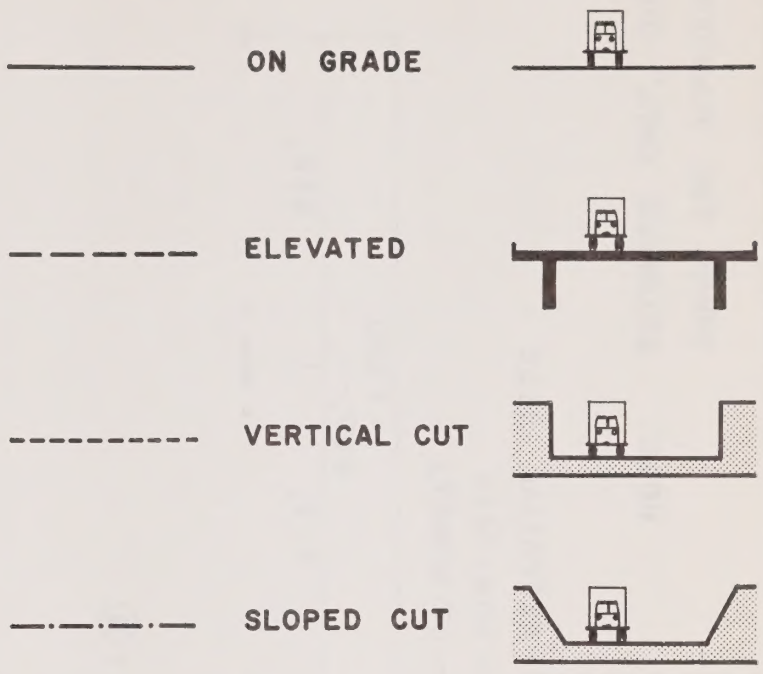
A-3



EXHIBITS A-4, 5, 6

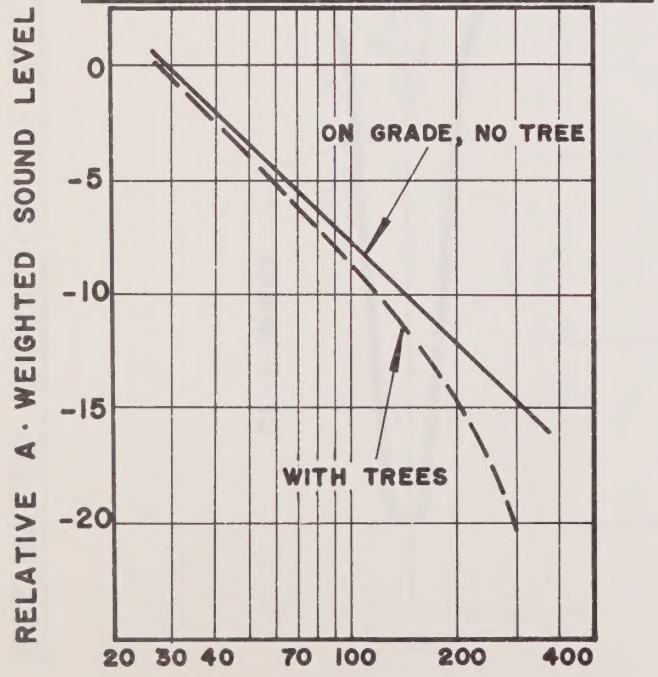
NOISE REDUCTION PRODUCED BY VARIOUS HIGHWAY CONFIGURATIONS



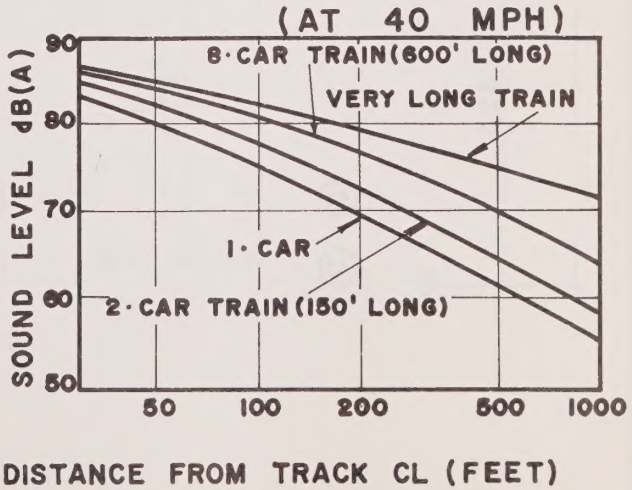


A-4

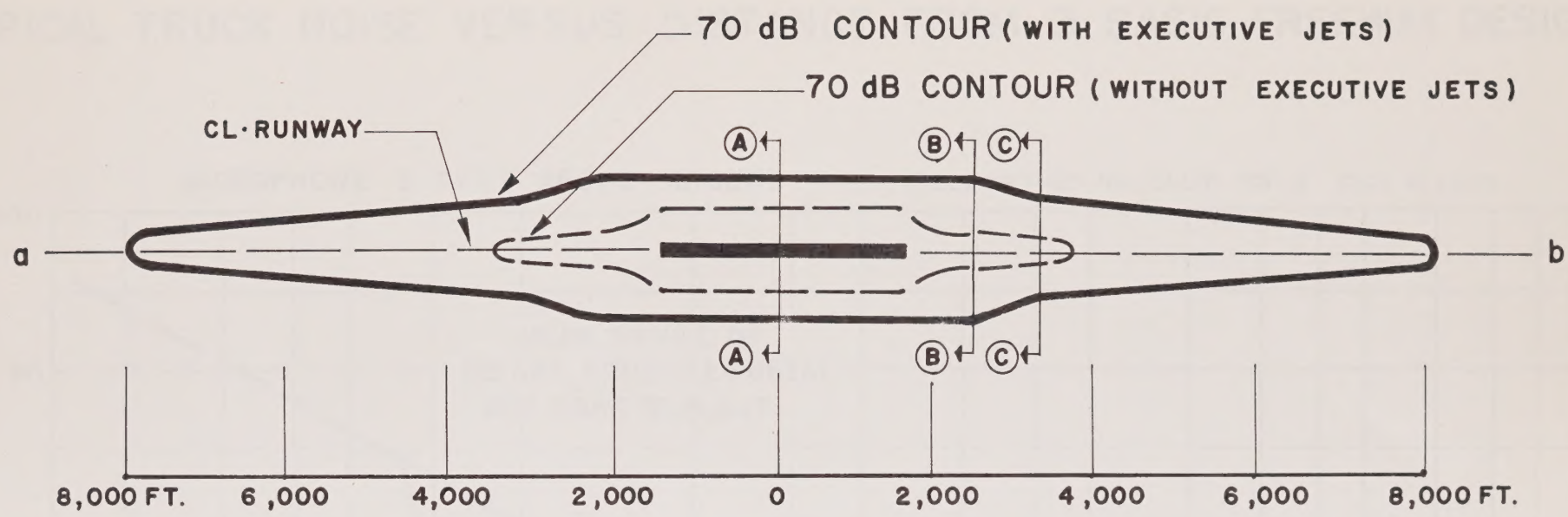
A-5
NOISE REDUCTION WITH AND WITHOUT TREES

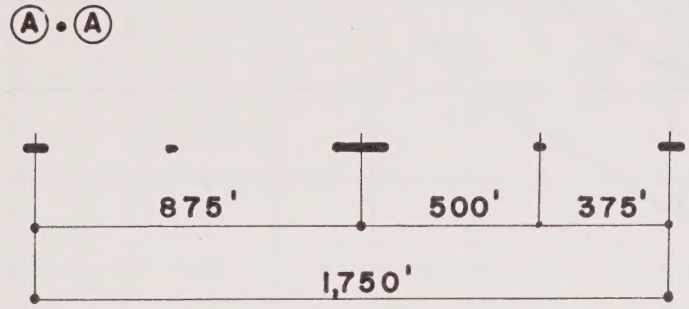


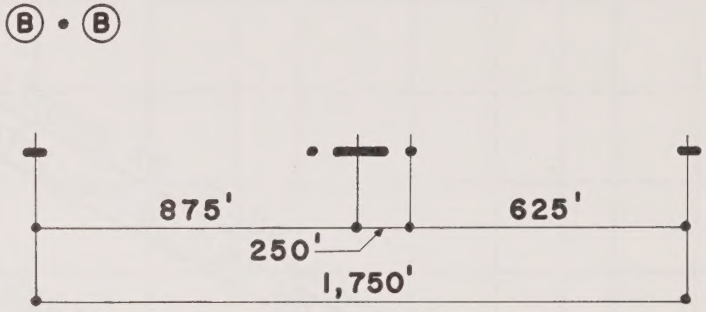
A-6
WAYSIDE NOISE LEVEL FOR TRANSIT TRAINS OF VARIOUS LENGTHS

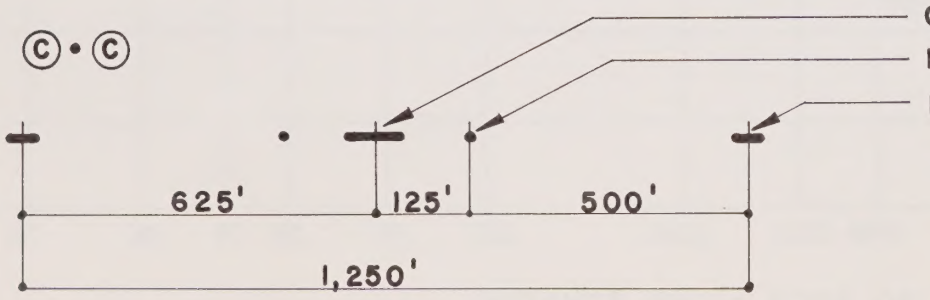


ESTIMATED LOCATION OF CNEL=70 dB CONTOURS FOR TYPICAL GENERAL AVIATION AIRPORT









NOTE: ESTIMATE ONLY, DISTANCES SHOWN ARE APPROXIMATE.

EXHIBIT A-7

TYPICAL TRUCK NOISE VERSUS DISTANCE FROM 3 BASIC FREEWAY DESIGNS

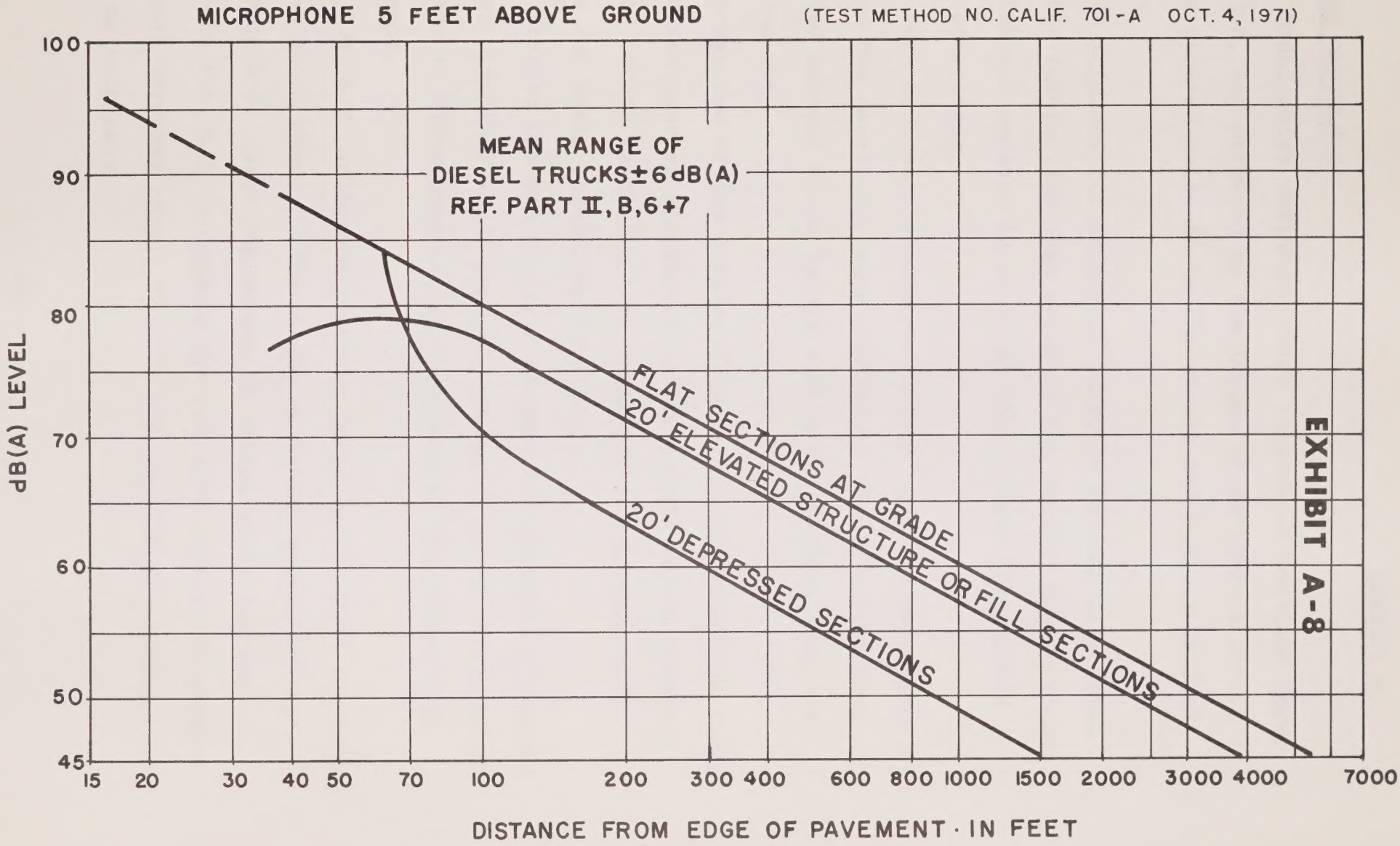

MICROPHONE 5 FEET ABOVE GROUND
(TEST METHOD NO. CALIF. 701-A OCT. 4, 1971)
MEAN RANGE OF
DIESEL TRUCKS ± 6 dB(A)
REF. PART II, B, 6+7
FLAT SECTIONS AT GRADE
20' ELEVATED STRUCTURE OR FILL SECTIONS
20' DEPRESSED SECTIONS
dB(A) LEVEL
100
90
80
70
60
50
45
15 20 30 40 50 70 100 200 300 400 600 800 1000 1500 2000 3000 4000 7000
DISTANCE FROM EDGE OF PAVEMENT · IN FEET
EXHIBIT A-8

EXHIBIT B.

MODEL NOISE ORDINANCE

The model noise ordinance which follows in modified form, as Exhibit B, was prepared by the League of California Cities to serve as a general guide as to the nature and content of such ordinances.

It is intended for reference purposes for any City which might in the future find that noise of the limited types subject to local control appears to be at or approaching intolerable levels in some areas.

Any such ordinance should be further modified to relate directly to the particular city conditions and to established and recorded ambient sound levels within the various land use areas of the city.

Although few of the smaller cities in California have found need for noise control ordinances, other models may be obtained from larger cities which may have developed and adopted such ordinances for their particular situations.

The Pacific Gas and Electric Company has prepared a suggested form of ordinance which contains community sound levels which are the same as those proposed in this General Plan element on page 4 hereof.

The P.G. & E. ordinance proposes noise levels five decibels higher then those shown in the League of Cities model, and as shown on page B-3. Both the League of Cities model and the references to P.G. & E. proposals are included herein for general informational purposes only. They do not constitute General Plan standards or proposals.

MODIFIED
Model Noise Ordinance-League of California Cities

ORDINANCE NO._____

AN ORDINANCE OF THE CITY OF _____ ADDING CHAPTER _____ TO TITLE _____ OF THE _____ MUNICIPAL CODE PROHIBITING EMMISSION OR CREATION OF NOISE BEYOND CERTAIN LEVELS.

THE CITY COUNCIL OF THE CITY OF _____ DOES ORDAIN AS FOLLOWS:

Chapter ____ consisting of ___ articles and entitled "Noise Regulations" is added to the _____ Municipal Code to read as follows:

CHAPTER _____. NOISE REGULATION

Article 1. General Provisions

Sec. ___ Declaration of Policy

It is hereby declared to be the policy of the City to prohibit unnecessary, excessive, and annoying noises from all sources subject to its police power. At certain levels noises are detrimental to the health and welfare of the citizenry and in the public interests shall be systematically proscribed.

Sec.___ Definitions.

As used in this chapter, unless the context otherwise clearly indicates, the words and phrases used in this chapter are defined as follows:

(a) Ambient Noise. "Ambient noise" is the all-encompassing noise associated with a given environment, being usually a composit of sounds from many sources near and far. For the purpose of this ordinance, ambient noise level is the level obtained when the noise level is averaged over a period of 15 minutes without inclusion of noise from isolated identifiable sources, at the location and time of day near that at which a comparison is to be made.

(b) Decibel. "Decibel" (dB) shall mean a unit of level which donates the ratio between two (2) quantities which are proportional to power; the number of decibels corresponding to the ratio of two (2) amounts of power is ten (10) times the logarithm to the base ten (10) of this ratio.

(c) Emergency Work. "Emergency work" shall mean work made necessary to restore property to a safe condition following a public calamity or work required to protect persons or property from an imminent exposure to danger or work by private or public utilities when restoring utility service, or scheduled off-hour work to prevent customer inconvenience.

MONITOR

Model Noise Ordinance-League of California Cities

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF _____ ADDING CHAPTER _____ TO TITLE _____ OF THE _____ MUNICIPAL CODE PROHIBITING EMISSION OR CREATION OF NOISE BEYOND CERTAIN LEVELS.

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(d) Frequency. "Frequency" of a function periodic in time shall mean the reciprocal of the smallest increment of time for which the function repeats itself. The unit is the cycle per second or hertz.

(e) Person. "Person" shall mean a person, firm, association, copartnership, joint venture, corporation, or any entity, public or private in nature.

(f) Sound Level. "Sound level" (noise level) in decibels is sound measured using the A weighting network of a sound level meter. Slow response of the sound level meter needle shall be used except where the sound is implusive or rapidly varying in nature in which case fast response shall be used.

(g) Sound Level Meter. "Sound level meter" shall mean an instrument including a microphone, an amplifier, an output meter, a frequency weighting networks for the measurement of sound levels which satisfies the pertinent requirements in American National Standards Institute's Specification S1.4 - 1971 or the most recent revision thereof for type S-2A general purpose sound level meters.

(h) Motor Vehicles. "Motor vehicles" shall include, but not be limited to, mini-bikes and go-carts.

(i) Sound Amplifying Equipment. "Sound amplifying equipment" shall mean any machine or device for the amplification of the human voice, music, or any other sound. "Sound amplifying equipment" shall not include standard automobile radios when used and heard only by the occupant of the vehicle in which the automobile radio is installed. "Sound amplifying equipment", as used in this chapter, shall not include warning devices on authorized emergency vehicles or horns or other warning devices on any vehicle used only for traffic safety purposes.

(j) Sound Truck. "Sound truck" shall mean any motor vehicle, or any other vehicle regardless of motive power, whether in motion or stationary, having mounted thereon, or attached thereto, any sound amplifying equipment.

(k) Commercial Purpose. "Commercial purpose" shall mean and include the use, operation, or maintenance of any sound amplifying equipment for the purpose of advertising any business, or any goods, or any services, or for the purpose of attracting the attention of the public to, or advertising for, or soliciting patronage or customers to or for any performance, show, entertainment, exhibition, or event, or for the purpose of demonstrating such sound equipment.

(l) Noncommercial Purpose. "Noncommercial purpose" shall mean the use, operation, or maintenance of any sound equipment for other than a "commercial purpose." "Noncommercial purpose" shall mean and include, but shall not be limited to, philanthropic, political, patriotic, and charitable purposes.

(m) Supplementary Definitions of Technical Terms.
Definitions of technical terms not defined herein shall be obtained from the American National Standards Institute's Acoustical Terminology S1-s-1971 or the most recent revisions thereof.

Sec.___ Sound Level Measurement Criteria.

Any sound level measurement made pursuant to the provisions of this chapter shall be measured with a sound level meter using the "A" weighting.

Sec.___ Presumed Ambient Noise Level.
When "ambient noise level" is referred to in this chapter, it shall mean the higher of the following: (1) actual measured ambient noise level, or (2) presumed ambient noise level as determined from the chart below:

		Sound Level A, decibels Community Environment Classification		
Zone	Time	Very Quiet (rural-suburb)	Quiet (suburb)	Slightly Noisy (suburb-urban)
R1 and R2	10pm to 7am	35	40(45)*	45(50)*
"	7pm to 10pm	40	45(55)*	50(60)*
"	7am to 7pm	45	50	55
R3 and R4	10pm to 7am	40	45(50)*	50(55)*
"	7am to 10pm	45	50(55)*	55(60)*
Commercial	10pm to 7am	50(55)*		55(60)*
"	7am to 10pm	55(60)*		60(65)*
M1	anytime	65(70)*		65(70)*
M2	anytime	70(75)*		70(75)*

Sec.___ Violations: Misdemeanors.

Any person violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor and upon conviction thereof, shall be fined in an amount not exceeding Five Hundred and no/100ths Dollars ($500.00) or be imprisoned in the City or County Jail for a period not exceeding six (6) months, or by both such fine and imprisonment. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.

Sec.___ Severability.

If any provision, clause, sentence, or paragraph of this chapter or the application thereof to any person or circumstances, shall be held invalid, such invalidity shall not effect the other provisions or applications of the provisions of this chapter which can be given effect without the invalid provisions or applications and, to this end, the provisions of this chapter are hereby declared to be severable.

*Sound levels recommended by Pacific Gas and Electric Company.

Article 2. Special Noise Sources

Sec.___ Radios, Television Sets, and Similar Devices.

(a) Uses restricted. It shall be unlawful for any person within any residential zone of the City to use or operate any radio receiving set, musical instrument, phonograph, television set, or other machine or device for the producing or reproducing of sound (between the hours of 10:00 p.m. or one day and 7:am of the following day) in such a manner as to disturb the peace, quiet, and comfort of neighboring residents or any reasonable person of normal sensitiveness residing in the area.

(b) Prima facie violation. Any noise level exceeding the ambient noise level at the property line of any property (or, if a condominium or apartment house, within any adjoining apartment) by more than five (5) decibels shall be deemed to be prima facie evidence of a violation of the provisions of this section.

Sec.___ Schools, Hospitals and Churches.

It shall be unlawful for any person to create any noise on any street, sidewalk, or public place adjacent to any school, institution of learning, or church while the same is in use or adjacent to any hospital, which noise unreasonably interferes with the workings of such institution or which disturbs or unduly annoys patients in the hospital, provided conspicuous signs are displayed in such streets, sidewalk or public place indicating the presence of a school, church, or hospital.

Sec.___ Machinery, Equipment, Fans, and Air Conditioning.

It shall be unlawful for any person to operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than five (5) decibels. For the purposes of this section, "noise level" shall mean measured sound level with the following values added as corrections for time duration and character of the noise.

(a) Add one and only one of the following corrections for time duration:

1. Noise persists for more than five (5) minutes out of any one hour. 0

2. Noise persists for more than one minute but not more than five (5) minutes out of any one hour. -5

3. Noise persists for one minute or less out of any one hour. -10

(b) Add one and only one of the following corrections for unusual character:

1.	Noise has no unusual character.	0
2.	Noise contains a piercing pure tone.	+5
3.	Noise is impulsive or rattling in nature.	+5
4.	Noise carries speech, music, or other information content.	+5

Article 3. Construction

Sec.___ Construction of Buildings and Projects.

It shall be unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device (between the hours of _____ p.m. of one day and _____ a.m. of the next day) in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained from (the officer or body of the City having the function to issue permits of this kind) No permit shall be required to perform emergency work as defined in Article 1 of this chapter.

Article 4. Additional Regulations

NOTE: (The following may be of some value in some locations, may involve enforcement problems, may be added later, etc.)

Sec.___ Vehicle repairs (on private property in residential areas)

Sec.___ Motor-Driven Vehicles (off-highway)

Sec.___ Amplified Sound (difficult to control)

Sec.___ Hawkers and Peddlers (not necessary?)

Sec.___ Animals and Fowl (difficult to control)

Sec.___ Train Horns and Whistles (P.U.C. controls?)

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AREA GENERAL PLAN ELEMENT: SCENIC HIGHWAYS

I. INTRODUCTION

A. AUTHORITY

State law requires that City and County General Plans include a SCENIC HIGHWAYS element which is described in the law as follows:

> SCENIC HIGHWAYS ELEMENT (Government Code Section 65302(h)). The plan shall include a "(h) scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highway Code".

Legislation providing for a state-wide scenic highways system was first enacted in 1960, and in 1963 the legislature adopted a Master Plan for State Scenic Highways. Since that time the master plan has been periodically revised and expanded by legislative actions.

Under provisions of the above Streets and Highways Code, standards and guides for scenic highways systems have been adopted and published, and the State Scenic Highway Advisory Committee has been activated to assist in the plan program.

This General Plan element was prepared in conformity with the above provisions of law and guidelines made available thereunder, the Master Plan of State Scenic Highways, and the State CIR guidelines for preparation of the element.

It also recognizes recommendations contained in the State Office of Planning and Research document "Summary Report: Environmental Goals and Policy, June 1, 1973".

B. SCENIC CHARACTER of the PLANNING AREA

No section of California contains a wider and more outstanding range of natural scenic resources, historical sites, and recreational assets and attractions than the Central Sierra Planning Area.

Its foothill highway route through the historic Mother Lode country and mountain pass routes across the spectacular high Sierra traverse historical and scenic corridors of unsurpassed beauty and appeal. These routes provide access for the public to vast areas of public domain, National Forests, Yosemite National Park, Forest wilderness areas, numerous recreation homesite developments, summer recreation and winter sports areas, outstanding hunting regions and fishing lakes, streams and reservoirs.

The planning area plays host to increasing thousands of tourists and recreation visitors each summer and winter season. The economic benefits of the recreation industry are fully recognized in the area, and it is important that the natural scenic resources also be recognized as a responsibility capable of producing broad public benefits.

Previously adopted General Plan elements, such as Land Use, Open Space, Conservation, and Recreation, have given strong emphasis to the scenic character of the planning area, and this Scenic Highways element focuses attention to the corridors along the numerous travel routes having particular scenic values.

II. SCOPE and NATURE of the ELEMENT

Because the strong natural asset of scenic beauty spreads generously over the whole planning area and the travel corridors traverse all of the area in a composite system, the Scenic Highways element is truly an Area plan element in its scope and nature.

The plan element goals and objectives, policy statements, standards and proposals all give major consideration to this feature, and to the need for closely coordinated actions on the part of City and County jurisdictions to properly effectuate the total area plan.

III. GOALS and OBJECTIVES

Goals of the element are to produce a long-term guide for the progressive development of a truly outstanding area scenic highways system which will fully expose to the traveling public the scenic beauty of the total area.

Objectives are to implement the scenic routes system by Area Council and local jurisdictions actions, and to ensure continuing protection of the natural character of scenic corridors through local jurisdiction protective measures.

IV. GENERAL POLICY STATEMENTS

It is the policy of the Central Sierra Planning Council and the Cities and Counties which constitute its membership that:

A. SCENIC ASSET BE RECOGNIZED, in their numerous and varied forms within the area, as natural resources of broad public interest and esthetic value, as having prime economic values

to the area, as being fragile assets which are vulnerable to damage and destruction by man, and which impose the responsibility for their protection upon the local governments of the area.

B. SCENIC HIGHWAYS BE MEANS OF DISPLAY of the scenic, historical and recreational assets of the area, providing access along beautiful and interesting travel route corridors to the variety of attractions the area offers, such routes to invite visitors by their poppy sign identification as the system expands in conformity with State standards for such identification.

C. COORDINATED PLANNING AND ACTIONS by all Federal, State and local governmental agencies concerned be the agreed means of accomplishing a truly effective result of the goals and objectives of this plan element, and that common standards for the protection of scenic corridors be the basis for protective measures to be adopted.

V. STANDARDS and PROPOSALS

A. STATE MASTER PLAN, ELIGIBLE ROUTES

The California Scenic Highway System is shown on a map of State Highway routes which are eligible for official scenic highway designation. The map also shows National Park and National Monument roads, most of which meet standards for scenic highways.

Although some segments of the elegible route system have been found to meet standards, have been officially designated as scenic highways, and have been posted with the attractive

and valued "poppy signs", most of the State-wide system is not yet officially designated.

B. STATE SCENIC HIGHWAY STANDARDS

Eligible highways, being those shown on the California Scenic Highway System plan, may become officially designated when the State Scenic Highway Standards have been met, as follows:

1. When the roadway and right of way meet the Scenic Highway Standards, or the State has developed a plan and program to bring them up to such standards.

2. When the local jurisdiction has adopted and implemented a plan and program for the protection and enhancement of the Scenic Corridor.

Assignments of responsibilities for meeting standards by the State and local jurisdictions are set forth in the Streets and Highway Code as follows:

"The Department of Public Works (Department of Transportation) shall take into consideration the concept of the "complete highway", a highway that incorporates not only safety, utility, and economy, but also beauty. In the development of highways, the Department will give special attention both to the impact of the highway on its environment and to the highway's visual appearance. The standards for achieving official designation of eligible Scenic Highways shall also require that local governmental agencies have taken such planning actions as may be necessary to protect and enhance the scenic appearance of the corridor (the area adjacent to and

outside of the highway right-of-way), including but not limited to:

a. The regulation of land use which may include density and/or intensity of development.

b. Detailed (specific) land and site planning.

c. Prohibition of off-site outdoor advertising.

Highways which are eligible to become officially designated Scenic Highways include both:

1. State highways shown on the Master Plan of "State Highways Eligible for Official Scenic Highway Designation", and,

2. County Scenic Highways which are so classified in an adopted County General Plan.

Local legislative bodies may initiate proposals to have additional highway units added to the State Master Plan, and they have the responsibility to initiate requests that the Department of Transportation conduct corridor studies along particular highways in cooperation with local representatives as a step toward official designation of State routes in the planning area.

C. LOCAL SCENIC HIGHWAY STANDARDS

County roads may be designated as official County Scenic Highways by the County Board of Supervisors after the State Director of Public Works (Director, Department of Transportation) has found that all necessary requirements have been met. All standards and procedures prescribed in the publication "The Scenic Route, A Guide For The Official Designation of

Eligible Scenic Highways", (and summarized herein), shall apply with minor variations, to County Scenic Highways.

The State will not, in the case of County routes, undertake Scenic Highway (corridor) studies for County routes, but will upon request consult with local jurisdictions regarding the technical aspects of the program.

Although the aforesaid guide document does not mention "City" scenic highways, it does state that "The General Plan (map) for the City or County should identify the highways or roads eligible for designation as official State or County Scenic Highways. The General Plan report (text) should formulate the local policies and standards for the local Scenic Highway Program".

Standards of this element for local scenic highways and roads are those for State routes, but with reasonable modifications of design standards appropriate to local traffic volume, terrain and environmental conditions.

D. PLAN ELEMENT PROPOSALS

Proposals of this plan element are as follows:

1. That the State Master Plan of eligible scenic highways be incorporated in this element plan as the basic scenic highway system for the planning area.

2. That the local area jurisdictions adopt supplementary local scenic routes as proposed herein and/or as meet local approval in later precise plan studies coordinated with this element.

3. That local jurisdictions consider early adoption and

application of necessary zoning and other measures to provide the local protection required for scenic route corridors.

4. That local jurisdictions act in coordination to request State assistance as necessary to implement required route studies.

5. That local jurisdictions work toward early compliance with standards as necessary for desired official designation of reasonably extensive (inter-county, etc.) segments of the total area scenic highway system on a mutually agreeable priority basis.

VI. SCENIC ROUTE STATUS IN PLANNING AREA

A. STATE HIGHWAYS, ELIGIBLE ROUTES

State Highway routes in the Central Sierra Planning Area which are eligible for scenic highway designation are:

*1. State Highway Route 49, traversing the westerly foothill and Mother Lode section of the area, and connecting many historical sites and towns, including the Cities of Sonora, Angels, Jackson, Sutter Creek, Amador, and Plymouth.

**1. State Highway Route 49, traversing the westerly foothill and Mother Lode section of the area, and connecting many historical sites and towns, including Sonora and Angels.

*2. State Highway Route 88, the Carson Pass Highway, from Highway 49 at Jackson easterly through Amador and Alpine Counties to the Nevada State line. Parade Magazine, in a 1966 National survey, judged the newly constructed portion of Highway 88 to be the most scenic highway constructed in the United States that year.

**2. State Highway Route 88, the Carson Pass Highway, from Dew Drop in Amador County and extending easterly through Amador and Alpine Counties to the Nevada State line.

*Wording as adopted by Ione, Jackson, and Sutter Creek.
**Wording as adopted by Amador County.

3. State Highway Route 4, the Ebbets Pass Highway, from Highway 49 at Angels and extending easterly through Calaveras County to State Highway Route 89 south of Markleeville in Alpine County. This is a beautiful high standard mountain

route from Angels to Mount Reba turn-off between Bear Valley and Alpine Lake, and a delighfully primitive roadway easterly to its terminus.

4. State Highway Route 108, the Sonora Pass Highway, from Highway 49 at Sonora and extending easterly through Tuolumne County to State Highway 395 in Mono County. This, like the above trans-Sierra routes, gives access to and exposure of spectacular mountain country.

5. State Highway Route 89 extends from State Highway 395 in Mono County easterly over Monitor Pass into Alpine County, through Markleeville and Woodfords, and over Luther Pass to Meyers, South Lake Tahoe, and northerly along the west shore of Lake Tahoe. It gives access to remote high desert, high Sierra passes, historical sites and towns, and other such attractions.

All of the above are year-round routes with the exception of the portions of Highway 4 east of Mount Reba turn-off and Route 89 easterly over Monitor Pass.

B. LOCAL HIGHWAYS, ELIGIBLE ROUTES

As stated above, local streets, roads and highways which are eligible for scenic highway designation are those identified as scenic routes in adopted City and County General Plans. Those routes so identified in this General Plan are as follows:

1. Alpine County

None

2. Amador County

None

3. Calaveras County

a. Camanche Parkway, from west County line to State Highway 49 at Mokelumne Hill.

b. Winton Road and easterly extension, from State Highway 26 at West Point to State Highway 4 near Cabbage Patch.

c. Mountain Ranch Road, from State Highway 49 at San Andreas to junction with Sheep Ranch Road and Railroad Flat Road.

d. Murphys Grade Road, from State Highway 49 at Altaville to State Highway 4 at Murphys.

e. Sheep Ranch Road and Railroad Flat Road, from Murphys Grade Road at Murphys to State Highway 26 south of West Point.

4. Tuolumne County

None

5. Jackson

None

6. Ione

None

7. Sutter Creek

None

8. Amador City

None

9. Plymouth

None

10. Angels

None

11. Sonora

None

C. STATE SCENIC HIGHWAYS, DESIGNATED ROUTES

Designated routes are those which have been declared eligible by State legislative action, which have been identified in adopted local General Plans, which have been found to meet State standards, and which have been posted with the

scenic highway "poppy" signs. They are as follows:

1. Alpine County

All portions of all State Highways in Alpine County, and being: State Highways 4, 88 and 89.

2. Amador County

None.

3. Calaveras County

State Highway 4 from east county boundary to Arnolds.

4. Tuolumne County

None.

D. LOCAL SCENIC HIGHWAYS, DESIGNATED ROUTES

Designated routes are those which have been identified as scenic highways in adopted local General Plans, have been found to meet State and local standards, and have been posted with scenic highway "poppy" signs.

1. All Area Cities and Counties

None.

VII. SCENIC ROUTE PROPOSALS

A. PROPOSED ADDITIONAL STATE ROUTE

It is proposed that State Highway 26 from Highway 49 at Mokelumne Hill through West Point to Calaveras County line be recommended for addition to the State Master Plan and list of eligible scenic highway routes.

B. PROPOSED LOCAL SCENIC ROUTES

The following local streets, roads and highways are identified as local eligible scenic routes in this plan element:

1. Alpine County

   a.

   b.

   c.

2. Amador County

   a.

   b.

   c.

3. Calaveras County

   a.

   b.

   c.

4. Tuolumne County

   a.

   b.

   c.

5. City Routes

City	Route Description
a.	
b.	
c.	
d.	
e.	
f.	
g.	

1. Alpine County

a.

b.

c.

2. Amador County

a.

b.

c.

3. Calaveras County

a.

b.

c.

4. Tuolumne County

a.

b.

c.

5. City Routes

City	Route Description
a.	
b.	
c.	
d.	
e.	
f.	
g.	

VIII. IMPLEMENTATION OF THE ELEMENT

A. IMPLEMENTATION PROCEDURES

Protection of the Scenic Highway "Corridor" is the responsibility of the local jurisdiction, City or County, and such protection is largely a matter of applying appropriate land use regulation in the form of zoning within corridor areas.

Objectives of the element and its implementation program are to initiate a Scenic Highways designation schedule for the Planning Area through cooperative action, and to proceed as follows:

1. Adopt the Scenic Highways Element at the individual city, county, and the Planning Council levels.

2. Coordinate individual local requests to the State Division of Highways for corridor studies which will establish State route corridor boundaries, and for local route standards acceptable to the State.

3. Prepare and adopt zoning provisions at the individual local levels which will provide the land use and development controls necessary to meet State and local Scenic Highways standards, such zoning provisions to be standardized to reasonable extents within the planning area.

4. Initiate coordinated local programs to progressively rezone as necessary within corridor areas in accordance with agreed route priorities.

B. IMPLEMENTATION MEASURES

Implementation of the scenic highways element is geared

almost entirely to the zoning along the scenic corridors, as existing and meeting or failing to meet required protective standards, or as proposed to be changed to meet such standards.

1. Existing Zoning Which Meets Standards, in most cases, is that which restricts uses to open space, agriculture, forestry, recreation, low-density residential, etc.

2. Zoning Not Meeting Standards, in most cases, is that which permits general outdoor advertising, junk yards, industrial and commercial uses with minimal controls, etc.

3. Zoning Which May Assist In Meeting Standards, and which may also deserve consideration at local levels for meeting requirements for zoning consistency with General Plans and other purposes, is proposed in the form of possible zoning ordinance additions substantially as set forth below.

Various of the following, in the same or similar form, are effective in several area Cities and Counties.

Proposed Protective Zoning Provisions

(a) Chapter ___. "S-C" SCENIC CORRIDOR COMBINING DISTRICT

Art. 1: This district classification is intended to be applied to land areas which are adjacent to roads and highways which are classified as Scenic Highways, or which are proposed as such on the General Plan, and which require the particular protection provided by this Chapter to preserve their scenic qualities and the public interest therein.

Art. 2: SPECIAL "S-C" DISTRICT REGULATIONS:

Sec. 2.1: In any district with which the "S-C" district classification is combined, the regulations of the basic district shall apply, except that a Use Permit shall be required for all uses other than permitted single-family and agricultural uses, and public utility distribution lines.

Sec. 2.2: In considering Use Permit applications as provided in this section, the Planning Commission shall relate such

applications to design standards for scenic highways prepared by the Division of Highways, to any precise plan or special standards adopted for any particular scenic highway or portion thereof, and to the particular scenic or esthetic conditions which may be affected by the proposed use.

Sec. 2.3: Any "S-C" district shall be deemed to extend 200 feet from the road or highway it adjoins unless otherwise defined by zone map or description.

(b) Chapter ___. "O-S" OPEN SPACE DISTRICTS

Art. 1: This district classification is intended to be applied to properties which are found most properly to be preserved in a natural state and/or to provide open space buffer areas in which uses are restricted to recreational, conservation or light agricultural types, and including accessory and public service uses.

The following specific regulations shall apply in all "O-S" Districts.

Art. 2: USES PERMITTED

Sec. 2.1: Measures to promote conservation of soil, water and vegetation and to reduce fire and erosion hazards.

Sec. 2.2: Fire trails, riding and hiking trails.

Sec. 2.3: Public and private non-profit riding stables, parks, golf courses, tennis and swimming clubs, picnic sites.

Sec. 2.4: Crop and tree farming, grazing.

Sec. 2.5: Non-commercial boat launching and docking facilities.

Sec. 2.6: Public utility transmission and distribution lines, provided that the route of any proposed transmission line is discussed in detail with the Planning Commission prior to acquisition of right of way.

Sec. 2.7: Uses which the Planning Commission determines, by written findings, are similar to the above.

Art. 3: USES REQUIRING USE PERMITS

Sec. 3.1: Farm dwellings, mobilehomes, or travel trailers on parcels of 20 acres or more.

Sec. 3.2: Living quarters for caretakers or watchmen.

(c) Chapter ___. "P-A" PUBLIC AGENCY DISTRICTS

Art. 1: This district classification is intended to be applied to properties which are properly used for, or are proposed to be used for public or public service purposes, or for specified public utility purposes.

The following specific regulations shall apply in all "P-A" Districts.

Art. 2: USES PERMITTED

Sec. 2.1: Public schools, parks and recreation areas, fair grounds, civic centers and similar sites and uses, public forest and reservoir areas, historical sites and monuments.

Sec. 2.2: Public utility facilities for local service.

Sec. 2.3: Sites and uses which the Planning Commission determines by written findings are similar to the above.

Sec. 2.4: Uses and structures which are incidental or accessory to permitted uses.

Art. 3: USES REQUIRING USE PERMITS

Sec. 3.1: Public or non-profit cemeteries and similar uses.

Sec. 3.2: Public or non-profit refuse disposal areas, corporation yards, sewage treatment facilities.

Art. 4: PERMITTED PUBLIC UTILITY USES

Sec. 4.1: When the letter symbol "-U" is added to the "P-A" symbol to create "Public Agency-Utility Districts", the following uses shall be permitted in such districts:

Sec. 4.2: Public utility warehouse and storage yards, pole yards, gas holders, substations, electric generating plants and transmission and distribution lines, provided that the route of any transmission line is discussed in detail with the Planning Commission prior to acquisition of right of way therefor.

Sec. 4.3: Public utility uses which the Planning Commission determines by written findings to be similar to the foregoing.

(d) Chapter ___. "PD", PLANNED DEVELOPMENT DISTRICTS

Art. 1: PURPOSE: This district classification is intended to be applied to lands which are found to require or justify particular care in development, and are suitable for the proposed planned development for which comprehensive plans have been, or will be required to be, submitted and approved.

Art. 2: PROCEDURE: Establishment of a "PD-"I" (Interim) zone may be initiated by the Planning Commission in anticipation of the following required procedures. Application for a "PD" zone may be made by written request of owners of property to be contained therein, and shall include application for a use permit for all proposed developments within the zone. Such rezoning and use permit applications shall be considered and acted upon concurrently as one combined request, except as follows:

Sec. 2.1: The "PD" zone may be established on the basis of an approved Master Plan of proposed development, in which case construction of developments may proceed as use permit applications for unit construction, conforming substantially to the approved Master Plan, are submitted and approved.

Sec. 2.2: Application for minor revisions in approved Master Plans, and use permits, may be approved by the Planning Commission. When a "PD" zone has been established, it shall be designated on the appropriate official Zoning Map by the symbol "PD", followed by an identifying serial number.

Sec. 2.3: A particular defined portion of a "PD" zone which has been designated on the approved Master Plan for commercial use may be identified by the "C" commercial zone symbol in combination with the "PD" symbol on the appropriate Zoning Map, and when so identified shall constitute a commercial zone subject to use permit restrictions.

Art. 3: CONTENTS OF APPLICATION: Such application for a "PD" zone and use permit shall include the following:

Sec. 3.1: Topography of the land and contour intervals as required by the Planning Commission.

Sec. 3.2: Proposed access, traffic and pedestrian ways, easements and lot design.

Sec. 3.3: Areas proposed to be dedicated or reserved for parks, parkways, playgrounds, school sites, public or quasi-public buildings and other such uses.

Sec. 3.4: Areas proposed for commercial uses, off-street parking, multiple and single family dwellings, and all other uses proposed to be established within the zone.

Sec. 3.5: Proposed locations of buildings on the land, including all dimensions necessary to indicate size of structure, setbacks and yard areas.

Sec. 3.6: Proposed landscaping, fencing and screening.

Sec. 3.7: The Planning Commission may require detailed elevations; construction, improvement, utility and drainage plans;

and any other information it deems necessary to adequately consider the proposed development.

Art. 4: PRINCIPAL PERMITTED USES: Any use or combinations of uses which are so arranged and/or designed as to result in a fully acceptable overall development.

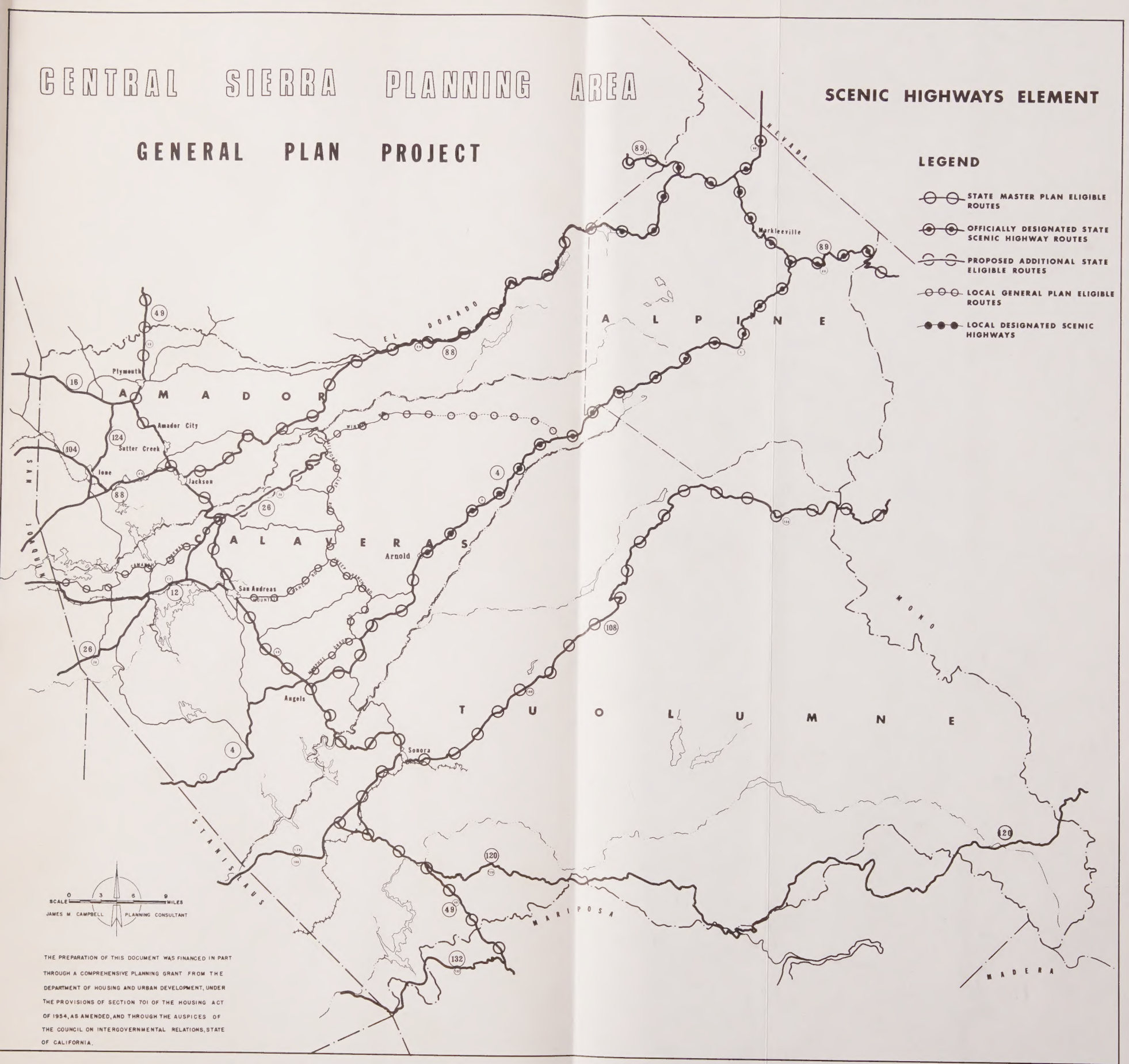
Art. 5: HEIGHT, AREA, LOT AND YARD REQUIREMENTS: All uses shall conform to the height, area, lot and yard regulations normally required for such uses except where the total development will be improved by a deviation from these standards. In all cases each structure must conform to the precise development plan which is a part of the approved use permit.

Art. 6: OTHER REQUIRED CONDITIONS: The Planning Commission may apply additional conditions to the granting of the required use permit to insure compliance with the intent and purpose of this Article.

CENTRAL SIERRA PLANNING AREA

GENERAL PLAN PROJECT

SCENIC HIGHWAYS ELEMENT



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